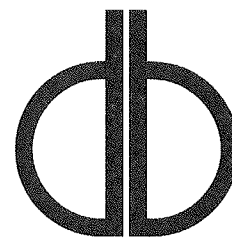


Ref: 4115

17th October 2018

Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF
FAO: Mrs A Gardner



**DOUGLAS BRIGGS
PARTNERSHIP**

INTEGRATED
ARCHITECTURE
AND
TOWN PLANNING

Dear Mrs Garner

Application: FG/52/18/PL

**Amendments to approved design approved under FG/95/16/PL
Quercus Nursery, Littlehampton Road, Ferring, BN12 6PH**

We note the Carol Reynold's comments posted on the website on the 3rd October 2018 and respond as follows:-

- The opening hours of the business are 07:00 and 18:00 and the majority of deliveries are received in this time.

However, like many businesses, some early morning deliveries are made before opening, the business receives an early morning delivery 5 days a week (Tuesday to Saturday inclusive).

The applicant's would be comfortable with a condition restricting early morning deliveries to no more than 5 deliveries per week before 6am and no deliveries before 4am.

- We understand that since the business started operating from this site, one singular 2am delivery was made.

The applicant has informed us that this was made in error without any prior warning by a driver that was not one of those regularly delivering to the business.

The transport company have agreed to prevent a reoccurrence of the circumstances that led to the unusually early delivery; the drivers are now given the business owners contact details prior to transit and instructed to contact the business owners prior to any delivery being made outside agreed times.

The suggested condition above would restrict early morning deliveries and it would be inappropriate to compare the noise generated by the deliveries with the background noise level (LA90) at 2am as deliveries will not regularly occur at this time as a result of this application.

- The methodology of the sound testing is set out in the noise report.

The 'mock delivery' was carried out using an electric chain drive tail lift, fixed to one of the businesses own goods vehicles that is likely to be louder than the hydraulic lifts used on the delivery lorries.

Flint Barns
Ham Farm
Bosham
West Sussex
PO18 8EH

Email: [REDACTED] www.douglasbriggspartnership.co.uk

D P Briggs (Partner) B.Arch (Hons) RIBA ARIAS B.TP MRTPI IHBC **L M A Shaw** (Partner) MA (Hons) MRTPI
A W Hall (Senior Associate) BA (Hons) MA RIBA MRTPI **P A Hughes** (Associate) BA (Hons) DipArch MA RIBA MRTPI



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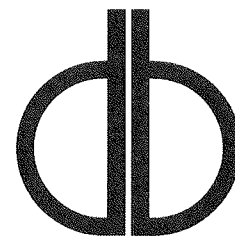


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The quantity of goods unloaded in the 'mock delivery' was representative of the deliveries made with on average 3 trolleys being unloaded from the lorry (delivery lorries deliver to multiple customers and it is often the case that the size of the delivery lorry is unrelated to the size of the order) and the typical time taken for a regular early morning delivery is between 5-10 minutes.

The noise consultant considers that the noise associated with the arrival, unloading and departure of a HGV would be similar to that of a larger vehicle in terms of sound output, the majority of the 'noise' being made by the cages being pushed.

As a result of discussions between the applicants and the Environmental Health department, the business has changed its operations so that empty trolleys are no longer loaded onto lorries during the early morning delivery and these are loaded on a later regular delivery lorry in the afternoon.

It is therefore inappropriate to describe the test delivery as a "best case condition" or an "underestimated LGV Noise Rating Level".

The daytime test levels were corrected for residual sound in accordance with BS 7445:2003 and are a fair representation of the noise levels anticipated for the early morning deliveries, monitored by a professional independent noise consultant and calculated in accordance with industry recognised standards.

- The noise consultant reported that there were 2 night time deliveries within the 48 hour test period, with neither displaying cause for concern.

The audio playback is supporting sound level measurements provided by the sound meter and provides a good 'reality check' to the calculations made.

The purpose of BS 4142 is to evaluate the impact of a noise source in comparison to background levels when the source is not present, if you cannot hear the sound and the level does not increase when a delivery event is taking place, this supports the conclusions from the calculations that the impact of these deliveries is low.

The information submitted with the application has clearly defined when deliveries are taking place and their typical duration and the report and above accurately describe the early morning delivery operations in relation to the application and suggested conditions to restrict the times of early morning deliveries if required.

The applicant has therefore provided sufficient independent evidence of the noise impact of and specified when early morning deliveries have and will be carried out and demonstrated in accordance with relevant industry standards that the specified deliveries will not cause significant detriment to the amenity of the occupants of neighbouring properties.

Should it seem likely that the application will attract an adverse officer recommendation then we ask to be informed before the item is added to any committee agenda or delegated powers list.

Yours Sincerely

PAUL HUGHES

Copy: R Smith – Quercus Nursery, D Baldwin – Quercus Nursery