



RIBBLE VALLEY BOROUGH COUNCIL

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Dear

RE: SHAWBRIDGE STREET, LIDL APPLICATION FOR EXTENSION OF OPENING
AND DELIVERY HOURS

Whilst I appreciate the submission of a noise assessment that adopted a conservative approach, it does not conclude the impact of HGV deliveries and this is clearly noted in the comments made on page 7, last paragraph. I quote "it was not possible to measure the noise associated with HGV deliveries accessing and egressing the goods delivery at the store". This is fundamental to the assessment of this area for the proposals that Lidl are making.

It is noted that the HGV delivery arrived 30 minutes late and did not allow for sufficient time to set up and calibrate the equipment. If this was the case then it is believed that the equipment would have already been in situ and ready for the appropriate assessment to have been undertaken prior to the HGV's arrival.

It is also noted that no audible reversing alarm was heard in completing the delivery manoeuvre. It is generally good practice for a reversing beeper to be fitted to all modern vehicles or use a banksman to prevent pedestrians being hit by moving vehicles.

Furthermore reversing beepers are one of the sources of environmental disturbance. Alarms are fitted for safety, but cause annoyance through their tone. There are also restricted hours when reversing beepers can be used in residential areas.

Having looked at the discussion of assessment results on page 16, it is noted that if the store delivery hours restriction was lifted, then service doors would be open ready for the delivery/driver having to idle on the car park. Service delivery and shutters should be closed until the exact point of delivery to prevent associated noise from the store room being emitted from the storage/delivery area.

It is also noted that the lorry driver shall not rev the engine unnecessarily or use the horn. It is however questioned the application of the air brakes and building up of air following the delivery to ensure that the HGV's trailer has sufficient breaking capacity; this therefore requires the HGV to idle for approximately 5-10 minutes to build up enough pressure for the air brakes to be released.

Whilst it is appreciated the potential mitigation circumstances on page 16 and 17 the Environmental Health Section at this time does not feel that sufficient evidence has been provided to the section to support the application. The alternative would be a full and conclusive noise assessment being undertaken including examples of worse case scenarios and potential mitigation suggestions that could be conditioned. As in conclusion the vehicles both non-refrigerated and refrigerated will be arriving on a 24/7 basis; the noise of air brakes, reversing beepers, idling and revving engines would have significant and adverse effects on health and quality of life inside and outside local residents' homes.

Yours sincerely/faithfully

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ENVIRONMENTAL HEALTH OFFICER (POLLUTION & COMMERCIAL)

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