

Environmental Health Consultation Comments

Ref: F/24/98162

Site Address: SITE E, HAMILTON BUSINESS PARK, HAMILTON WAY, HEDGE END

Description: Change of use of premises from Telecommunications Switch Centre to use for employment purposes within classes B2 and/or B8 and/or E(g), to include removal of existing telecommunications mast tower and alterations to entrance on eastern elevation.

Contaminated Land

The application site is located on land with a former/ current contaminative use and has the potential to have caused contamination of the ground. The proposed development includes the removal of a 30m tall transmission tower at the west of the site, removal of ramp to the east and some minor alterations internally within the existing building. The proposed end use is to be industrial/ commercial.

While I do not object with the principle of the development on ground contamination, I would like to recommend the following conditions in relation contaminated land during construction works and soil importation, apart from the CEMP my colleague already mentioned:

() A watching brief should be followed at all times during demolition and construction works and confirmation of this shall be submitted to by the Local Planning Authority (LPA) prior to completion. In the event that previously unidentified contamination is found during the watching brief it must be immediately reported to the Local Planning Authority. Work shall then cease until an investigation and risk assessment, and where required a remediation scheme, has been submitted to and approved in writing by the Local Planning Authority. Where a remediation scheme is required by the Local Planning Authority, the development shall not be brought into use until a verification report for the remediation work has been submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken by a competent person in accordance with best practice as outlined in BS10175:2011+A2:2017 and LCRM. Any gas monitoring deemed appropriate is to be in accordance with best practice as outlined in such documents as BS8576:2013, BS 8485:2015+A1:2019, Claire RB17 and CIRIA C665.

Reason: To minimise the risk from land contamination for the safety of the future users of the development.

() Any imported soils required for soft landscaping areas for the development hereby permitted should be demonstrated to be suitable for its intended end use and meet the approval of the Local Planning Authority prior to use on site.

Reason: To minimise the risk from land contamination for the safety of the future users of the development.

() Prior to the commencement of any demolition or construction works, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Planning Authority. The works shall only take place in accordance with the approved CEMP, which shall include:

- (a) A programme of demolition and construction work;
- (b) The provision of long-term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works (including loading / unloading of plant and materials);
- (d) The parking of vehicles for site operatives and visitors;
- (e) The arrangements for the routing/ turning of lorries and details for construction traffic to access and egress the site;
- (f) Protection of pedestrian routes during demolition and construction;
- (g) Location of temporary site buildings, compounds, construction materials/ chemicals and plant and equipment storage areas;
- (h) Details of the dust control measures during demolition and construction works;
- (i) Provision for the storage, collection, and disposal of waste from the development during demolition and construction;
- (j) Details of noise and vibrational protection measures;
- (k) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing (where appropriate);
- (l) Temporary lighting to be used during construction.

Reason: To limit the impact the development has on the amenity of the locality and neighbouring residents.

Air Quality

Following our review of the submitted planning application documents, particularly the Transport Statement, the following was noted:

- The reduction in parking spaces from 26 to 25, with two designated as disabled parking spaces, and the creation of 6 cycle parking spaces, are positive changes for local air quality.
- The refurbishment of the unit to modern standards, resulting in a reduced total floor space from 1,869 m² to 1,088 m², represents a 30% reduction, which is also favourable in reducing the overall environmental impact.
- The operational phase is expected to generate similar or lower vehicle movements compared to its former use as a Switching Centre.

However, I would like to highlight the following potential concerns related to air quality:

1. **Construction Phase Traffic:** There is no mention of the anticipated vehicle movements during the construction phase. Given the proposed demolition of the telecommunications tower and potential refurbishment works, construction traffic could generate additional emissions that may impact local air quality.
2. **Dust Generation During Demolition:** The demolition of the tower could lead to significant dust emissions. Without appropriate mitigation measures, these could affect nearby receptors (e.g. nearby residential properties), especially if weather conditions favour dust dispersal.

Recommendation:

- To ensure that these air quality impacts are adequately addressed, could we please request the submission of a Construction Environmental Management Plan (CEMP). This plan should describe the anticipated construction traffic and dust control measures during the demolition and refurbishment phases.
- We would appreciate the opportunity to review and approve the CEMP prior to the commencement of development to ensure that the air quality impacts are managed effectively.

Environmental Noise

Referencing the Acoustic Report, Ian Sharland Ltd 22 August, regarding BS 4142 it assesses the predicted noise levels in excess of rating over background indicating an adverse impact. The precise nature of the use of the building is not given, or the intended hours of operation. The noise assessment is based upon no alterations to the external of the building [there are extractor vents at the elevation facing the NSR] and vehicle movements [including fork lifts] vis B8 storage and distribution.

It suggests mitigation of :-

- 1) Noise from any new building services plant shall be limited to the following Rating Noise Levels, when assessed at 1m from the facade of nearest residential receptors: 07.00 – 23.00hrs 34 dB(A) LAeq,1hr 23.00 – 07.00hrs 33 dB(A) LAeq,15mins
- 2) HGV's movements and external forklift activity should be avoided between the hours of 2300 and 0700.
- 3) Fork lift movements during the day should be controlled, and reversing alarms in particular should be selected to reduce noise levels. White noise alarms are preferred. If these are set to the requisite '10 dB above ambient' in this location, a reduction of some 5 – 10 dB from the initial calculations (with bleeper) should be practical.
- 4) Internal noise levels within the building should be restricted to 80 dB(A), to avoid the need for upgrading the shell of the building (in particular, doors and glazing).

With this mitigation in place, it would reduce the maximum excess to 0 dB, less than low impact dependent on context.

Turning to the Planning Statement RHPC September 2024, again a specific occupier is not confirmed and perhaps wary of an excess over rating it suggests the following conditions:-

2. Any potentially noise-generating activities that may be undertaken within the building shall be controlled such that the resulting noise level at the façade of any noise sensitive property shall not exceed 35 dB(A) LAeq, 15 mins. Doors, windows or other openings within the fabric of the building, and any local attenuation of activities or machinery shall be managed to ensure this target is not exceeded.
3. Unless a noise barrier fence along the relevant part of the northern boundary of the site shall first have been first erected, in accordance with details to be submitted to and approved by the local planning authority, no HGVs shall enter or leave the site between the

hours of 2300 to 0700 and no forklift truck operations shall take place within the site during those hours.

If the occupation was to be B2 industrial, the acoustic report does not encompass this; as the proposed operations are unknown the corrections [tonality and impulsivity] to BS 4142 may be substantially higher and have adverse impact, even with mitigation on the NSR. The recommended conditions may not be effective in controlling industrial noise.

Overall, with conditions 1 to 4 [number 2 changed to NO vehicle or fork lift movements between 23:00 and 07:00 hours] suggested in the acoustic report, I can support the change to use class B8, storage and distribution and by context also E.