
From: Victoria Cains <vicky@rcctownplanning.co.uk>
Sent: 01 August 2017 11:10
To: Medlin, Eileen
Cc: nick@westcoastdevelopments.com
Subject: 17/04772/FUL - The John Bull, Westfield Road, Trowbridge

Dear Eileen,

Following on from our recent email conversations, I have now received operational details from One Stop, who are the intended end user of the former public house. I have set out below details of the deliveries and proposed acoustic treatments to help address your concerns.

The deliveries that the store could expect per week are:

- 3/5 Deliveries per week from the One Stop Distribution Centres in Nursling
- Between 3-6 deliveries per week each from out-sourced chilled and frozen distributors
- Between 3-7 deliveries per week from an out sourced milk distributor
- Between 7-14 (including local & regional supplies) deliveries a week (up to two per day normally) from an out sourced bread distributor
- Daily deliveries from an out sourced news supplier using Transit vans.

The 3/5 deliveries per week from the One Stop distribution centre are likely to be the longest in terms of time but even in these will be no longer than 15-20 mins due to the “tight” delivery timescales imposed upon drivers.

Typically deliveries are made for a significantly shorter period of time, particularly with drivers delivering just a small amount of goods such as bread/milk. All packaging associated with the One Stop distribution centre delivery is backhauled by One Stop in the delivery vehicle and other waste is typically backhauled by direct suppliers at the time of their deliveries. A single refuse bin is required on site for smaller items such as out of date food waste. As a result, there is only one refuse collection per week, usually by Biffa, in addition to the delivery schedule referred to above.

In order to help address the concerns you have raised, it is suggested that acoustic fencing is erected along the boundary between the site and no.50A. The fencing will be erected on land within the application site and can be controlled by means of a planning condition. In addition, quiet asphalt tarmac can be used for that part of the surfacing closest to no.50A. The combination of the acoustic fencing and acoustic tarmac will ensure that no harm arises to the occupiers of no.50A. This is particularly so, given the fallback position of the former public house use which would also have required deliveries of drinks as well as food for the kitchen. There is a large beer garden for visitors to the pub which would have caused a degree of disturbance to the occupiers of 50.A.

The chiller units will also be acoustically treated and again, this can be secured by means of a planning condition.

It is therefore considered that the acoustic treatments put forward will ensure there is very limited noise disturbance to the occupiers of the neighbouring property and it will certainly not cause demonstrable harm given the fallback position of the former public house use.

It is also important to note that no comments from the occupiers of 50A have been received to the application nor have any comments been raised regarding noise issues arising from the public house.

Please note that our client's highways consultant is dealing directly with your highways department to address matters of highway safety and I will contact you again once these have been resolved.

I would be grateful therefore for your comments on the above and those of the environmental health department and hope we have now found a way forward for the scheme.

Kind regards,

Victoria Cains

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Please note that my working pattern is as follows: Mon 9am - 1pm, Tue all day & Wed 9am-1pm

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