

Thank you for consulting the Environmental Protection Team on this planning application. Please note this response relates to noise only.

We have considered the application and accompanying noise report and recommend that permission is refused as there is an inadequate assessment of the potential noise impacts.

The noise report concludes that the noise (the Rating Level) from use of the two proposed jet washes will not be higher than the existing background noise levels for the area during the daytime, evening and night-time periods. Therefore, the report concludes that the noise would not be expected to adversely impact residential amenity. This conclusion has been reached after carrying out a British Standard 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'.

Background sound level measurements were taken in the area and a noise model was used to predict noise levels at first floor level of the nearest noise sensitive receptors (dwellings) when the proposed jet washes are in use. The noise report says that the jet washes were modelled with 2.4m high glazed screens to the sides and along the centre line between the bays. It says that the noise modelled is the noise emitted from an Istobal 4CA2100 jetwash plant. The report says that the manufacturer advised that the sound pressure level of the noise generated by the plant is less than 70 dBA "although it is not known at what distance this was measured". The model is said to be based on a worst-cases basis with both bays in constant and simultaneous operation. The operation is based on an "anticipated and typical usage pattern" which includes an 8-minute cycle wash.

Critically, the acoustic model does not appear to model the noise of the water impact from the jet wash on the vehicles themselves or impact with the jet wash enclosure which I assume is of glass construction (please confirm). Noise from this process is likely to be impulsive and as such would be likely to have a detrimental impact on nearby receptors. Only noise from the Istobal 4CA2100 unit appears to have been modelled, the noise level of which is unknown. In these circumstances we would expect measurements to be taken from a unit/set-up which is already in use, which would also confirm whether there is any tonal noise.

When considering the context of the area the report states that worse affected property at 95 Park Lane is occupied by the site operator, thereby suggesting that there will be more tolerance of the noise by the occupier. However, we note that the property has recently been let through an estate agent which indicates that the property is not occupied by the site operator.

We note that the plans provided with the application show a jet wash which is shielded on three sides with no gaps between the sides and rear of the car wash and no gaps under the panes of glass themselves. The applicant should confirm this is the case, as I have only seen arrangements where there are gaps. The presence of gaps will allow noise to escape. The presence of gaps should be taken into account in the noise model. The applicant should advise whether the existing jet wash barrier will be removed, and the acoustic report should confirm whether the noise model includes this barrier.

In terms of the monitored background sound levels for the area these appear to be higher than we would anticipate. The background levels should have been monitored without the current jet wash in operation and the acoustic report should confirm this. Confirmation should also be provided that no over night fuel deliveries were made (as prohibited by current planning permission). Any future noise report must include the background noise data set/values including the statistical value, LAeq and LMax etc. We also require justification of how the "typical" background sound level was derived e.g. was it the modal value etc.

Any future report provided by dBx Acoustics should be provided with the noise data and calculations used in the acoustic model, including any assumptions used in the model.

Regards