

## 784-B031436 COMMERCIAL PODS - REGIS ROAD, LONDON NW5 3EW 21<sup>ST</sup> APRIL 2022

### INTRODUCTION

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This technical note has been produced in response to objections in relation to a proposed commercial development at Regis Road, London NW5 3EW (planning permission ref: 2022/0652/P). Objections have been raised by local residents and action groups regarding the potential noise and air quality impacts of vehicles accessing the proposed development, via Regis Road.

Tetra Tech have been made aware of the following objections relating to noise:

- i) *Kentish Town Road Action (KTRA) - Dated 28<sup>th</sup> March 2022 / Sheila Hayman – Dated 03<sup>rd</sup> April 2022*

*“[...] We are very concerned about the adverse effect of pick-up and delivery hours on Kentish Town Road and residents in Kentish Town from the noise of motorbikes and vans driving in and out of the delivery site late at night and in the early hours of the morning. Kentish Town is at present relatively quiet at night, and we hope it will be permitted to remain so. This application for pick-up and deliveries for up to 24 hours a day will cause intolerable noise for residents all night. In and around Kentish Town Road there are a large number of residential flats and houses. Residents will find their sleep disturbed by the noise of motorbikes and vans every night when children have to go to school the next day and people have to work.*

*The Noise Impact Assessment in the application only refers to the noise from machinery on the site. It does not assess the impact on local residents of the noise of vehicles driving in and out of the site in the early hours. This is what we are concerned about. We have heard from residents living in Holmes Road who report now about serious disturbance from late night delivery vehicles going in and out from existing dark kitchens in Regis Road, and they are very opposed to late night hours being allowed for this application. [...]”*

- ii) *E.A. Hill – No Date Provided*

*“[...] This will create an outrageous and unacceptable level of noise for 24 hours a day, every day, from motorbike and van pick up deliveries. This represents a menace to people, adults and children living, sleeping and working in Kentish Town, especially those living very closeby.*

*Has any formal consideration been given to the impact on local residents, for example from the noise of all kinds of vehicles, from large to small motorcycles driving in out at all times of day and night? I know from my own previous use of the gateway that used to lead from Holmes Road on to Regis Road, how close this commercial area is to the residential Holmes Road. Until very recently, Regis Road businesses were day time only. [...]”*

iii) *Inkerman Area Residents Association – Dated 28<sup>th</sup> March 2022*

*“As you will be aware, Holmes Road is within the Inkerman Area, and backs on to Regis Road. Residents of Holmes Road have experienced late night noise nuisance from existing businesses on the Regis Road Industrial Estate. Motor bikes in particular can be heard leaving the site in the early hours of the morning and cause broken sleep to nearby residents.*

*The current application asks for totally unreasonable hours – up to 24 hours a day, 7 days a week. Some of the proposed uses of the site would be welcome in the area, but not more food delivery services operating day and night.*

*Unless these proposed hours are amended we ask for this application to be refused. [...]*”

iv) *Kentish Town Neighbourhood Forum (KTNF) – Dated 04<sup>th</sup> April 2022*

*“[...] What concerns KTNF in particular, is that dark kitchens by their very nature — last-mile delivery - contribute heavily to air pollution and traffic congestion since every one of these units attracts a vehicle for each order that is placed at these kitchens. At our visit we saw predominantly cars and motored bikes. The application for 15 commercial kitchen units and online grocery distribution would add undue pressure onto the road network and on the 65, or so, households that border directly onto Regis Road. Neither noise nor traffic assessments included the (predominant) use of motorbikes for delivery and their impact. [...]*”

For the purposes of this assessment, specific noise levels from vehicle movements have been assessed with respect to the ambient noise level ( $L_{Aeq}$ ) at all sensitive receptors established in the supporting Noise Assessment.

An additional Air Quality note is presented following the updated Noise Assessment.

## SENSITIVE RECEPTORS

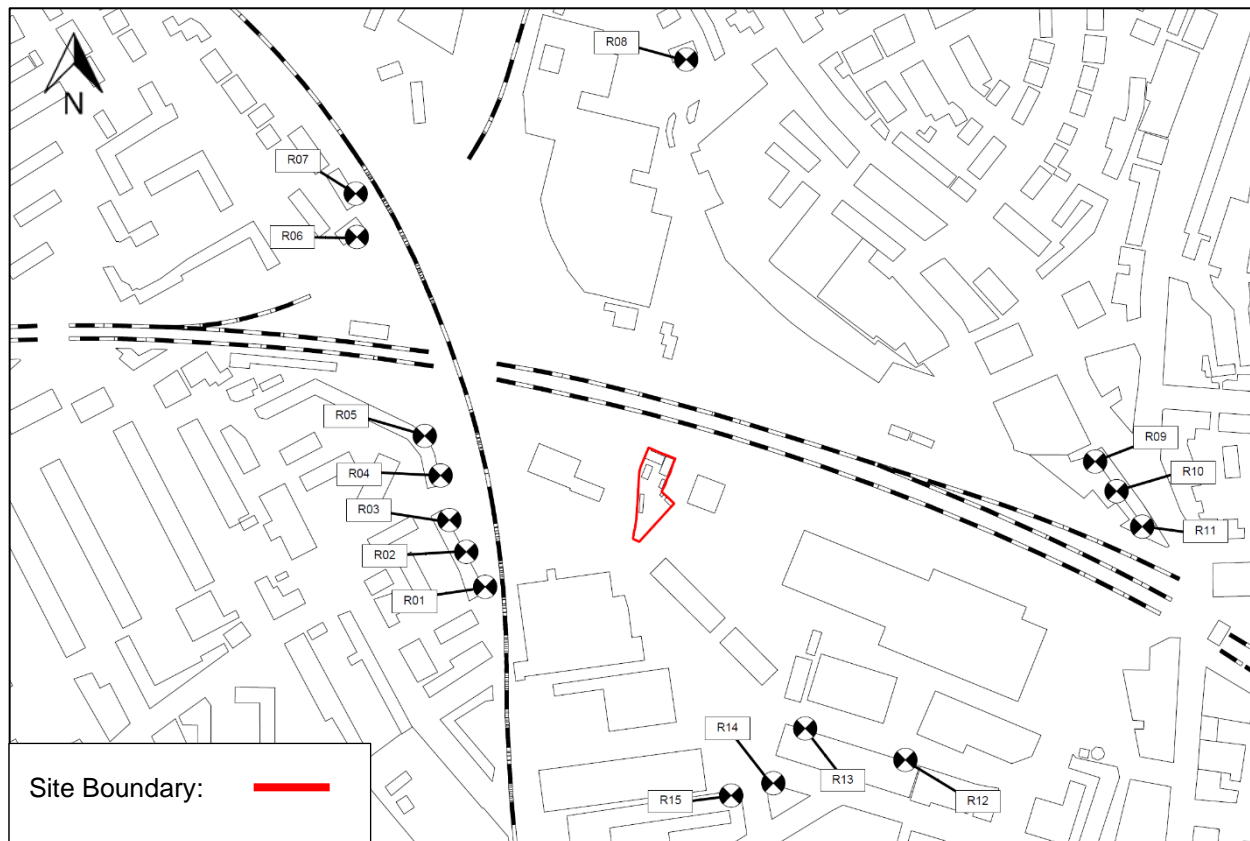
For the purposes of this assessment, noise levels associated have been assessed at the nearest sensitive receptors surrounding the site, as established within the preceding Noise Assessment. The locations of the receptors are detailed within Table 1, and receptor locations are illustratively shown on Figure 1.

**Table 1 Residential Receptor Locations**

Ref.	Description	Use Classification	Height (m) Daytime
R01	16 Woodyard Close	Residential	8.0
R02	26 Woodyard Close	Residential	8.0
R03	38 Woodyard Close	Residential	8.0
R04	93 Cressfield Close	Residential	8.0
R05	69 Cressfield Close	Residential	8.0
R06	15 Meru Close	Residential	8.0

Ref.	Description	Use Classification	Height (m) Daytime
R07	8 Meru Close	Residential	12.0
R08	1 Sanderson Close	Residential	4.0
R09	385 Kentish Town Road	Residential	8.0
R10	381 Kentish Town Road	Residential	8.0
R11	375 Kentish Town Road	Residential	8.0
R12	52 Holmes Road	Residential	12.0
R13	74 Holmes Road	Residential	12.0
R14	Simone House	Residential	12.0
R15	76 Holmes Road	Residential	12.0

**Figure 1 Residential Receptor Locations**



## ASSESSMENT

The assessment compares the predicted cumulative noise levels from the site (inclusive of vehicles arriving/exiting the site along Regis Road) with the existing measured night-time ambient  $L_{Aeq}$  noise level at sensitive receptors.

To present a worst-case scenario, the assessment is made assuming 1 delivery vehicle movement along Regis Road every 2 minutes for the duration of the assessment period – however this is based upon the assumption that the total deliveries for a 24-hour period are evenly distributed per hour, which is likely to far exceed the actual generated trips during the night-time. In the interest of also making worst-case assumptions for the type of delivery vehicle, each delivery has also been assumed to be undertaken using a van, with the noise level from each source presented in Table 2. For illustrative purposes, the noise contour plot for the cumulative assessment is displayed in Figure 2.

Ambient noise levels have been determined from analysis of ambient noise levels measured during 2021 (prior to the commencement of site activity) and referenced within the preceding Tetra Tech Noise Assessment ref B031436, dated 27<sup>th</sup> January 2022.

**Table 2 Source Noise Data**

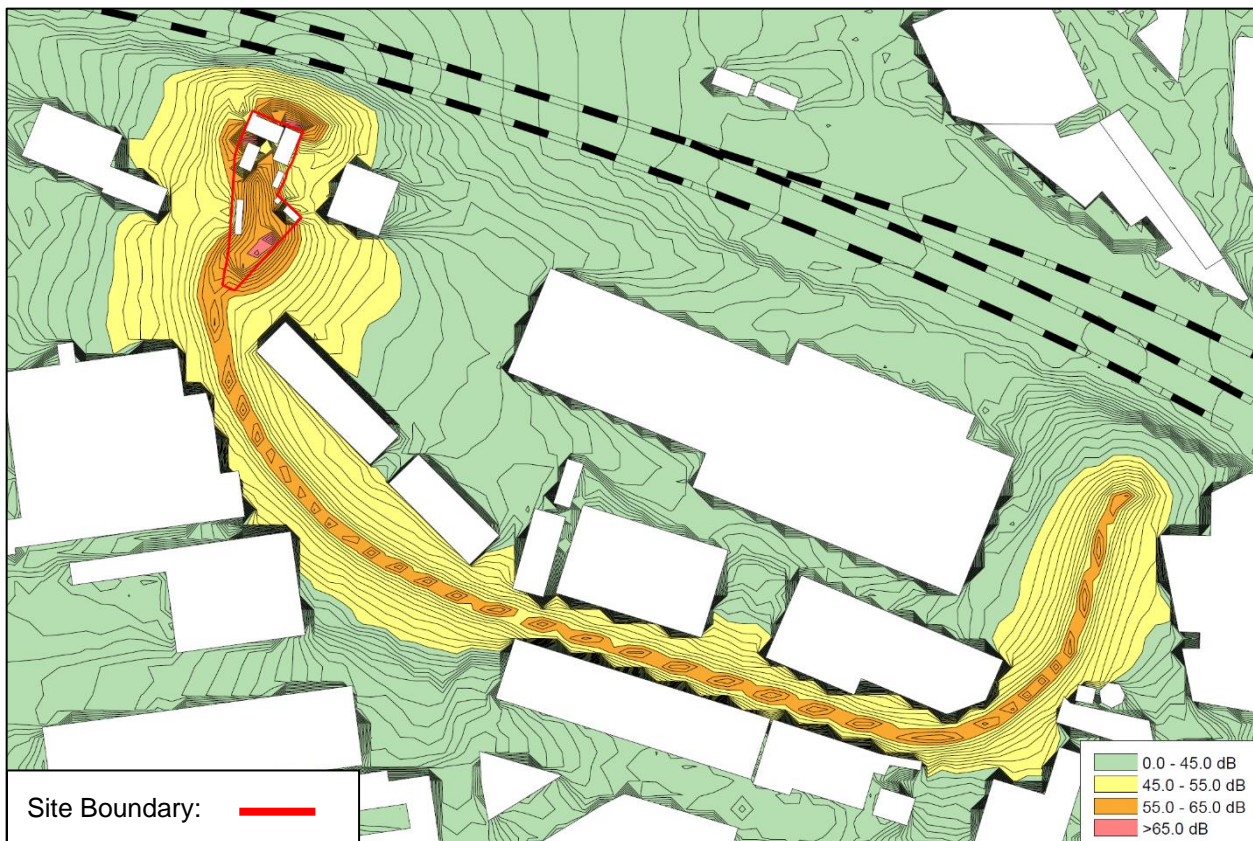
Source	Sound Pressure Level
Delivery Van (Individual)	46.0 dB L <sub>Aeq</sub> at 3m
Correction for 1 Van per 2 Minutes	+ 8.7 dB
Corrected Noise Level	54.7 dB L <sub>Aeq</sub> at 3m

**Table 3 Change in Noise Level Assessment for Delivery Vehicle Movements**

Reference	Existing Baseline Noise Level (L <sub>Aeq</sub> )	Modelled Noise Level (L <sub>Aeq</sub> )	Combined (L <sub>Aeq</sub> )	Contribution from Proposed Scheme
R1	45.7	38.6	46.5	0.8
R2	45.7	38.9	46.5	0.8
R3	45.7	32.5	45.9	0.2
R4	45.7	35.7	46.1	0.4
R5	45.7	33.9	46.0	0.3
R6	47.3	33.0	47.5	0.2
R7	47.3	31.8	47.4	0.1
R8	62.0	24.5	62.0	0.0
R9	62.0	29.4	62.0	0.0
R10	62.0	32	62.0	0.0
R11	62.0	30.8	62.0	0.0
R12	55.3	51.5	56.8	1.5
R13	55.3	51.4	56.8	1.5
R14	55.3	38.0	55.4	0.1
R15	55.3	40.6	55.4	0.1

All values are sound pressure levels in dB re: 2x 10<sup>-5</sup> Pa

**Figure 2** Noise Contour Plot  $L_{Aeq, 1hour}$



Not to scale  
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The calculations presented within Table 3 demonstrate that noise levels associated with the additional night-time delivery vehicles along Regis Road are predicted to generate an increase in noise levels of 1.5 dB (on the basis of worst-case assumptions), which is considered negligible. For reference, a +3 dB increase in Noise Levels (which would require a 100% increase in overall traffic flow during the assessment period) is considered as the limit of perceptible change in Noise Environment. As such, it is considered that the increase in noise level at the site is likely to be imperceptible against the current noise climate generated by previously permitted developments in the area, inclusive of cumulative onsite noise sources (plant, car doors etc.) and off-site sources (vehicle movements to and from site).

It is therefore considered that the comments identified within the presented objections are unfounded, in that the assertion that the proposed development will generate noise levels significantly in excess of those currently experienced at the site, particularly given the worst-case assumptions made when quantifying traffic flows to and from the site, will not actually occur.

## AIR QUALITY NOTE

This note has been produced in response to concerns raised by Kentish Town Neighbourhood Forum (KTNF) (dated 4<sup>th</sup> April 2022) regarding the proposed development contribution towards air pollution.

Tetra Tech have been made aware of comments raised by KTNF which are as follows:



*“What concerns KTNF in particular, is that dark kitchens by their very nature — last-mile delivery - contribute heavily to air pollution and traffic congestion since every one of these units attracts a vehicle for each order that is placed at these kitchens. At our visit we saw predominantly cars and motored bikes. The application for 15 commercial kitchen units and online grocery distribution would add undue pressure onto the road network and on the 65, or so, households that border directly onto Regis Road. Neither noise nor traffic assessments included the (predominant) use of motorbikes for delivery and their impact.”*

Tetra Tech have undertaken an air quality assessment (dated 27<sup>th</sup> January 2022) to assess road traffic emissions and construction dust impacts in support of the planning application (2022/0652/P) for the commercial kitchen units on the site at 12 Regis Road, Kentish Town, London, NW5 3EW.

The assessment was undertaken using the standard ‘Basic Split’ setting in DEFRA’s Emissions Factor Toolkit v11 (November 2021). This setting assumes standard composition for the selected road type. If greater weight were given to a higher percentage of motorcycles in the modelling it would result in a reduction in emissions. Therefore, this assessment can be considered to represent the worst-case.

The results of the air quality assessment show that the impact description of the effects of changes in traffic flow as a result of the proposed development, with respect to NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> exposure, is determined to be ‘negligible’ at all existing receptors.

In conclusion, the development is not considered to be contrary to any of the national and local planning policies regarding air quality.

### End of Document

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