

SMD/2025/0375

SMDC Environmental Health interim comments 3rd Oct 2025

Noise

Permission was granted for 2 x restaurant/café/take away units with parking under SMD/2022/0189, there was no drive through in that application and timings were significantly different. This application proposes a drive through operating from 06:00 to Midnight. The drive through area is adjacent to residential properties including houses and gardens on Eversley Ave, and residential properties on Broad Street, Leek. Likely noise will include tannoy announcements, queuing car engine noise, car radios, loud exhaust, car horns, customer noise during unsocial timings.

A **noise impact assessment** (BS4142: Method for assessing commercial and industrial noise) should be submitted to address predicted noise impacts and if appropriate propose a scheme of mitigation.

At present there is insufficient information to assess the noise impacts of this development. The information should be submitted with the application.

Air Quality

The submitted air quality report has focused on dust generation from construction both construction and operational. The dust bit is fine, however, there is need for a more considered detailed AQ assessment based on the operational effects or a better screening detail.

Currently the need for an operational assessment has been screened out on the basis that the drive through does not alter the average daily traffic flows by more than 100 vehicles (the criterion adopted for an AQMA). Claiming instead that the drive through will only generate essentially 140 vehicle movements and these will be evenly distributed 70 each way along Broad Street.

This seems a little odd (ie. rather low) for a drive through (that also needs 15 + parking bays) and further detail needs to be submitted to clearly justify this assumption. Incidentally, does the TA account for vehicle movements from delivery firms - this is now a significant source of traffic movement around these units.

There is also a claim that the proposal will not alter the flows of traffic (again if it does, a detailed assessment is required). It seems highly unlikely that no effects on the traffic flows on Broad Street movement will be seen, and the potential for considerable disruption, notably at peak times would seem likely. The right hand turn to gain entry to the site immediately after the Compton Street junction (west bound), would appear to have significant potential to affect the traffic flows through that junction, as vehicles traveling east (N/E) are unlikely to stop to allow vehicles to turn right, as they need to go through the junction east thus holding the traffic travelling west broad street and potentially back through the busy Compton junction.

Finally, there is no consideration of the site as a source of emissions via the queuing traffic around the drive through and if there is any potential for them to impact on residents on Eversley Avenue, or indeed Broad Street (adjacent residential east side).

We'd recommend that the points above are clarified and the assessment revised.

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