

Dealt with by: Environmental Health

Our Ref: SMD/2025/0375

Direct Dial: (01538) 395400

Your Ref: SMD/2025/0375

Email: EHealth.Consultation@highpeak.gov.uk

Date: 17th February 2026

MEMORANDUM: PLANNING CONSULTATION
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LOCATION

**Land at Broad Street
Leek**

PROPOSED DEVELOPMENT

**Erection of 'Drive Thru' Coffee Shop (Use Class E)
with a loading area, car parking, 'drive thru' lane,
hard and soft landscaping; and other associated
works**

Potential Areas of Environmental Concern.

1. Breakout noise and Amplified Music (Condition)
2. Air Quality
3. Construction Impacts (Condition)
4. Plant Noise (Condition)
5. Cooking Smells (Condition)
6. Contamination – Former Save Petrol Station (Condition)
7. Food Registration (See Advisory)
8. Asbestos (See Advisory)
9. Timings (Condition)

Recommendation

Environmental Health recommend refusal of the application due to adverse noise impacts to nearby residential properties. There is insufficient information provided to assess and mitigate these impacts.

Reason / Comments

Drive Through and Café Noise – A noise impact assessment has been submitted with the application (Ref. NSL Solutions Ltd Proj. 93779 12th November 2025). The assessment has assessed the noise impact of the 'drive through' noise at properties on Broad Street and Eversley Road. On reviewing the assessment, we would advise the following –

1. The Nearest Sensitive Receptors – the assessment identifies properties on Eversley Avenue and Broad Street. We would also have included some residential properties at the lower end of St Edward Street specifically those with clear line of sight to the

proposed drive through. Properties on King Street opposite the site should also have been assessed.

2. Representative Monitoring Location – the site chosen is a busy crossroads where Sneyd Street, Salisbury Street and Strangman Street meet. It is a busy junction with a constant flow of traffic through the day and night. This location is not in our opinion representative of the rear gardens of properties on Eversley Ave, Broad Street or St Edward Street. These gardens and rear yards are afforded screening from road traffic noise by distance and buildings. The background sound levels reported for a garden on Eversley Avenue as being up to 74dB Laeq 15mins appears very high considering the nearest garden and house are approx. 45m and 56m from the road.

There is no obvious reason provided as to why the actual NSRs were not selected.

3. BS4142+A1:2019: a discussion on BS4142+A1:2019 is included but dismissed as beyond the scope of the standard, ref. section 6.1 of the assessment.

We would disagree with this opinion and draw attention to section 1.1d of the standard which includes the following noise sources within the standard -

“1.1 (d) sound from mobile plant and vehicles that is an intrinsic part of the overall sound emanating from premises or processes, such as that from fork-lift trucks, or that from train or ship movements on or around an industrial and/or commercial site.”

The drive thru nature of the application is covered in these uses. In addition, the cumulative effect of the drive thru and plant i.e all noise sources operating together should be assessed.

4. Operation Noise Calculation – there is no consideration for loud exhausts or car radios within the assessment. The 55dBA for a vehicle in a drive thru at 10m is a best-case scenario in our opinion. There is no evidence provided for the actual source of these levels. There does not appear to be any consideration for reflections of noise towards Eversley Avenue gardens and the rear of the Broad Street properties.
5. Garden Noise impacts – the impacts of noise caused by steady vehicle movements in garden areas have not been considered. The residents of these properties are entitled to be protected from significant noise increases and impacts. Some of the gardens will be as close as 10m to the drive thru lane so the amenity of residents in their gardens will be significantly changed.
6. High Maximum Noise Levels – The highest maximum noise levels predicted at NSRs 1 and 2 will be 59 and 63 dBA between 06:00 and 07:00 meaning approx. 45dBA and 48dBA levels inside. It is generally recommended that 45dB LaMax should not be exceeded by more than 10 times during the night. This application would see it breached 7 times during 6am - 7am by this development alone. No information is provided for 23:00 – midnight.
7. Car movements – the assessment estimates only 7 car movement between 06:00 and 07:00. So, one vehicle every 8 minutes. Whilst we have no evidence to dispute these

numbers it would tend to infer opening between 06:00 and 07:00 would yield limited revenue. No advice is provided for 23:00 to Midnight, this should be clarified.

8. Mitigation – No mitigation is proposed, given the exceedances to criteria sound levels and proximity to residential properties mitigation would have been expected.

Noise summary: It is our opinion this site is unsuitable for the proposed use. The properties on Broad Street already experience high levels of noise due to road traffic, placing a noise source close to the rear will compromise current quiet locations in the house and impact use of the garden/s. The properties on Eversley Avenue will be impacted by a new noise source both in their gardens and inside their properties. The noise impact assessment has not sufficiently assessed the impact to the nearest NSRs.

Note: The granting of planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of part III of the Environmental Protection Act 1990 be received. It is our opinion nuisance is likely to be caused by the operation of this drive thru as set out in the submitted plans.

Further Comments

Air Quality -

The submitted air quality report has focused on dust generation from construction both construction and operational

Currently the need for an operational assessment have been screened out on the basis that:

- The drive through does not alter the average daily traffic flows by more than 100 vehicles. (the criteria adopted for an AQMA). Instead, the author notes the drive thru will only generate essentially 140 vehicle movements and these will be evenly distributed 70 each way along Broad Street.

Whilst this seems rather low for a drive thru (that also needs 15 + parking bays) and with the advent of delivery service (e.g just eat etc)

- The drive through will not alter traffic flows along Broad Street.

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.

These were both queried with the consultant, who essentially note that these are the figures provided by the transport consultant and have been accepted by Staffs County Council Highways department. Therefore, this is agreed.

EV infrastructure (building Control): The applicant is reminded that they will be required to install EV / EV infrastructure in accordance with [Approved Document S: infrastructure for charging electric vehicles](#)

Contamination: The site is a former Save Petrol Station, though this does not appear to have been noted in the application. The site is also on a source protection zone (Environment

Agency). As this is not considered a sensitive end use, it is not considered that the viability of the development would be affected by the likely level of contamination, however this needs to be investigated prior to development.

Amenity:

Lighting – Prior to commencement of construction of the development a full lighting scheme shall be submitted. The lighting scheme should comply with the Institution of Lighting Professionals Guidance Note for the reduction of obtrusive light 2021 (or later versions). It should be designed to provide the minimum required for security and operational processes and be installed to minimise potential artificial light pollution.

Recommendation

Environmental Health recommend refusal of the application due to adverse noise impacts to nearby residential properties. There is insufficient information provided to assess and mitigate these impacts.

If permission is granted despite the concerns set out above we would recommend these conditions are imposed.

1. Construction and demolition work: Environmental Method Statement

No phase of the development hereby permitted shall take place until a Demolition and Construction and Environmental Method Statement has been submitted to and approved in writing by the Local Planning Authority, which shall include the following details:-

- I. the hours of work, which shall not exceed the following: Construction and associated deliveries to the site shall not take place outside 08:00 to 18:00 hours Mondays to Fridays, and 08:00 to 13:00 hours on Saturdays, nor at any time on Sundays or Bank Holiday;
- II. the arrangements for prior notification to the occupiers of potentially affected properties;
- III. the responsible person (e.g. site manager / office) who could be contacted in the event of complaint;
- IV. a scheme to minimise dust emissions arising from construction activities on the site. The scheme shall include details of all dust suppression and mitigation measures and be in accordance with the approved [Air Quality Assessment ref: 221541-AQA-001](#)
- V. a scheme for recycling/disposal of waste resulting from the construction works;
- VI. Details of any generator to be used on site including location, timings and acoustic screening;
- VII. During construction/demolition phases amplified music and/or radios shall not be audible beyond the site boundary;
- VIII. No waste material associated with the demolition or construction hereby permitted shall be burnt on site but shall be kept securely for removal to prevent escape into the environment.

All works shall be carried out in accordance with the approved details. Any alteration to this Plan

shall be approved in writing by the Local Planning Authority prior to commencement of the alteration.

Reason: *To protect the amenities of the area.*

2. Cooking Smells

Prior to the commencement of development, a scheme containing full details of arrangements for internal air extraction, odour control, and discharge to atmosphere from cooking operations, including any external ducting and flues, shall be submitted to and approved in writing by the local planning authority. The works detailed in the approved scheme shall be installed in their entirety before the use hereby permitted is commenced. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions and operated at all times when cooking is being carried out unless otherwise agreed beforehand in writing with the local planning authority. The equipment shall be installed and in full working order to the satisfaction of the Local Planning Authority prior to the commencement of use. (Any system installed must be by suitably qualified competent engineers and the canopy must meet all relevant Health and Safety requirements including the use of Gas Interlocks. The provision of a commissioning certificate issued by a Gas Safe registered engineer should be available for inspection.)

Reason: *To ensure that unsatisfactory cooking odours outside the premises are minimised, in the interest of the amenity of occupiers of nearby properties.*

3. Noise Breakout

Prior to first approved use, the approved building shall be constructed to provide sound attenuation against internally generated noise of not less than 35 dB averaged over the frequency range of 100-3150 Hz. Details of the construction shall be submitted for approval. The approved works shall be retained for the life of the development.

Reason:- *In the interests of the general amenities of the area*

4. Noise: Amplified Music

No amplified sound shall be audible within or at the boundary of any noise sensitive (occupied) premises either attached to or in the vicinity of the premises to which this application refers.

Reason: *To ensure that the reasonable residential amenities of adjoining properties are adequately protected from noise pollution.*

5. Delivery Hours

No deliveries shall be made to the site between the hours 21:00 to 07:00 hours Monday to Saturday and between the hours 19:00 hours to 10:00 hours on Sunday and Bank Holidays.

Reason: *To protect the amenities of neighbouring residents*

6. Lighting

The artificial lighting incorporated into this site in connection to this application shall not increase the pre-existing illuminance at the adjoining light sensitive locations when the light (s) is (are) in operation. Details of all artificial lighting to be installed under this permission should be submitted to and approved by the Local Planning Authority prior to development commencing.

Reason: *To protect the local amenities of the local residents by reason of excess of illuminance*

7. Contamination

No development approved by this planning permission shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, property (existing or proposed including buildings, crops, livestock, pets, woodland, service lines and pipes; buildings), adjoining land and ground and surface waters, has been submitted to and approved in writing by the Local Planning Authority. The scheme must include:

- a. A site investigation , carried out by a competent person to include a desk study, site walkover, and the production of a site conceptual model to support a detailed assessment of contamination risks to all receptors that may be affected, including those off site. Such an assessment shall be carried out in accordance with authoritative UK guidance.
- b. The results of the site investigation and the detailed risk assessment referred to in (a) and, based on these, an options appraisal and a remediation strategy giving full details of remediation objectives and remediation criteria
- c. A validation plan providing details of the data that will be collected in order to demonstrate that the all works set out in (a) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- d. If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this source of contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.

The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

8. Contamination Validation

Prior to bringing the development into first use, a validation report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved validation plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the validation plan, and for the reporting of this to the local planning authority.

9. Soil Importation

No soil is to be imported to the site until it has been tested for contamination and assessed for its suitability for the proposed development; a suitable methodology for testing this material should be submitted to and agreed by the Local Planning Authority prior to the soils being imported onto site. The methodology should include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by the risk assessment) and source material information. The analysis shall then be carried out and validity evidence submitted to and approved in writing to by the Local Planning Authority.

Reason (common 7-9):- *To ensure that the proposed development meets the requirements of the National Planning Policy Framework in that all potential risks to human health, controlled waters and wider environment are known and where necessary dealt with via remediation and or management of those risks.*

10. Operational Noise: BS 4142:2014 (A1-2019 update) Limit on external noise levels produced by operations

The rating level of sound emitted from associated with the activities at the use hereby approved shall not exceed background sound levels (taken as a 15 minute LA90 at the nearest sound-sensitive premises). All measurements shall be made in accordance with the methodology of BS 4142 (2014 + A1:2019) (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments.

Where access to the nearest sound-sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound-sensitive property.

Any deviations from the LA90 time interval stipulated above shall be agreed upon in writing with the LPA.

Reason: *To protect the amenities of nearby residents*

Advisory Note/ Informative:

- Please be aware that the responsibility for safe development and secure occupancy of the site rests with the developer.
- Any approved noise scheme and measurements should pay due regard to the Professional Guidance on Planning and Noise (ProPG), British Standard BS8233: Sound insulation and noise reduction for buildings (Code of Practice), BS4142:2014+A1:2019 Methods for rating and assessing industrial or commercial sound and/or the Building Regulations 2010 Document E or other appropriate guidance
- A Demolition or refurbishment asbestos survey and risk assessment should be carried out prior to the demolition and conversion of the existing buildings. The enforcing authority for this type of work is the Health and Safety Executive (HSE) and it is recommended that you contact them directly to discuss their requirements: <http://www.hse.gov.uk/>
- Food Registration: Under Regulation (EC) No 852/2004 Article 6 Paras 1 and 2 every food business operator shall cooperate with and notify the appropriate competent authority by completion of a food establishment registration form for each establishment under its control that carries out any of the stages of production, processing and distribution of food, with a view to the registration of each establishment. Food business operators shall also ensure that the competent authority always has up-to-date information on establishments, including by notifying any significant change in activities and any closure of an existing establishment.

The applicant is advised to contact the Environmental Health Department,
Staffordshire Moorlands District Council, Moorlands House, Stockwell Street, Leek,
Staffordshire Moorlands Tel: 01538 395400 Fax: 01538 388393
Email: environmental.health@staffsmoorlands.gov.uk

- A Demolition or refurbishment asbestos survey and risk assessment should be carried

out prior to the demolition of the existing buildings. The enforcing authority for this type of work is the Health and Safety Executive (HSE) and it is recommended that you contact them directly to discuss their requirements: <http://www.hse.gov.uk/>

- During any demolition and construction activities (including landscaping) the contractor shall take all reasonable steps to prevent dust formation and prevent any dust formed from leaving the site boundary.
 - The control of dust and emissions from construction and demolition Best Practice Guidance, produced by the greater London councils <http://www.london.gov.uk/sites/default/files/BPGcontrolofdustandemissions.pdf>
 - Building Research Establishment Guidance Document 'Control of Dust from Construction and Demolition Activities' (BR456)
- If required, contamination risk assessments shall be carried out in accordance with UK policy the Land contamination risk management framework (LCRM), published by the Environment Agency
<https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>
 - Submission of reports should also be made to the Environment Agency for comment with regard to their remit to protect ground and surface waters from pollution and their obligations relating to contaminated land.
 - The Local Planning Authority will determine the acceptability of reports on the basis of the information made available to it. Please be aware that should a risk of harm from contamination remain post development, where the applicant had prior knowledge of the contamination, the applicant is likely to be liable under Part II (a) of the Environmental Protection Act 1990 and as such become an "appropriate person". In this event the applicant will be lawfully responsible to remove the risk posed by the contamination.
 - Equally if during any site works a pathway for any contaminant on site is created and humans, waters, property or ecological systems are exposed to this, the applicant or those acting on behalf of the applicant will be liable under part II (a) of the Environmental Protection Act 1990 if the risks are not adequately addressed during the site redevelopment.
 - During investigation and remediation works the applicant and those acting on behalf of the applicant must ensure that site workers, public property and the environment are protected against noise, dust, odour and fumes
 - The applicant is advised that should there be a requirement as part of the Remediation Strategy to treat, reuse or remove contaminated material on the site, the Environment Agency must be consulted, as these activities may need to be licensed or permitted. Contaminated materials identified for removal off site must be disposed of in an appropriately licensed landfill site.
 - Staffordshire Moorlands District Council is keen to liaise with all stakeholders involved in this application. As such, we recommend that a proposed scope of works is forwarded to the Environmental Health Department and agreed in principle prior to site investigation works being undertaken. The Environmental Health Department is also prepared to review draft copies of reports prior to final submission to the Planning Department in order to ensure that works undertaken are sufficient to discharge the contaminated land conditions.

Regards,

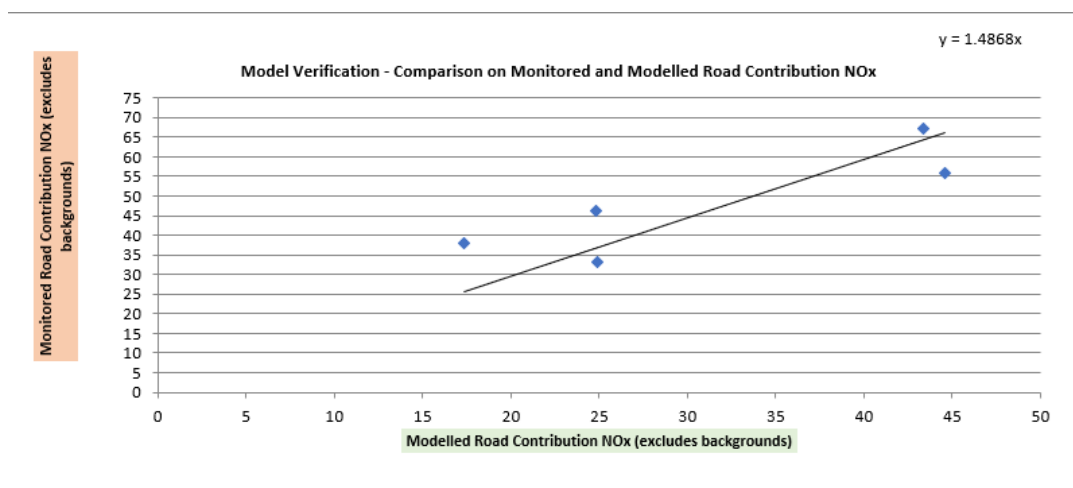
Appendix 1

From: Freya Hoyle <Freya.Hoyle@bwbconsulting.com>

Sent: 09 December 2022 14:29

Subject: Broad Street, Leek - air quality

- The model set up appears generally** acceptable but does not present or discuss the initial Root Mean Square Error, this is desirable because if the initial RMSE was $> \pm 25\%$ then one would anticipate the model inputs (e.g. adopted speed @ 42) are reviewed prior to applying a correction factor. It would also be desirable to view the correlation in graphical form. It is noted that the RMSE improved to around 10% with the application of a correction factor, which is acceptable (though the error is not consistent both underpredict (42) /overpredict).
- When comparing the unadjusted total NO₂ derived from the model to the monitored concentrations, an RMSE of 21.2% was derived. I have provided below the graph of the model verification plotting each of the monitoring locations utilised in the assessment. The unadjusted model output RMSE falls within the acceptable 25% range, and further improves with adjustment and therefore it is considered that the model is performing statistically well and that the use of the adjustment factor provides robust results in the impact assessment.



- **On this note, the actual adopted speeds (and associated justification), around this junction and on the approaches need to be included.

Currently the report states “*Consideration was given to the speeds at which vehicles*

*are likely to travel within the study area. Free flowing traffic conditions were modelled at the average speeds provided by the Transport Consultants for the project. Where these were unavailable roads were modelled at their respective speed limits. Queuing sections were modelled in accordance with Defra guidance11.” This is just too vague***. Please supply the info and reasons inline with 7.266 onwards of the LAQM Tech guidance.*

With regard to the speeds utilised in the air dispersion model, Broad Street was modelled utilising the recorded speed provided from the ATC undertaken on the link (21.5mph). This was considered to represent the 'normal' conditions and this speed was then reduced at the junction with the A520 by 20kph to reflect the congestion experienced at this junction in accordance with paragraph 7.291 of Defra LAQM.TG(22), for a distance of 50m to account for the longer than average queues identified in aerial imagery. For other links of this junction, that same methodology was applied where speeds were reduced by 20kph for a distance of 50m from the junction.

- Further to the above the above, it is assumed the same speeds/congestion adopted for the validation and base year without development, are essentially the same. Can they confirm if speeds were adjusted to reflect and potential changes in congestion / vehicle movements as a result with the development. If they weren't please can you present your reasoning on this. To reflect the addition of a new access point onto Broad Street, traffic either side of the site access was slowed in the 'with development' scenario for a distance of 25m to represent potential queuing of vehicles accessing the site / vehicles pulling out of the site, by 10kph.
- ***This is because the volume of traffic and congestion at this location (junction of A53 Broad Street, A53 Brook Street, A52 St Edward Road and A52 Compton) has been identified as the key contributor to elevated levels of NO₂ annual mean concentrations within the AQMA and measures to reduce this congestion have been identified as key component of our action plan to bringing levels down.

Freya Hoyle MSc BSc (Hons) MIAQM MEnvSc

Associate Air Quality Consultant | Team Leader | BWB Consulting Limited
M 07858 518 152 W www.bwbconsulting.com