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Our Ref: 306205/MB

Dear Brian

**RE: PROPOSED ROADSIDE SERVICES DEVELOPMENT – KELTY, FIFE: PRELIMINARY NOISE IMPACT STATEMENT**

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## 1 Introduction

### 1.1 Background

On behalf of TG Convenience Stores Ltd, Graham + Sibbald Ltd (Graham + Sibbald) have submitted a planning application for the development of a roadside services. (Planning application reference: 20/03289/FULL).

The proposed site is located at Kathellan Home Farm, Kelty, Fife and the proposal will involve the construction of a petrol filling station and development of a McDonald's drive-thru restaurant. The planning application is currently being processed a consultation response from the FIFE Council's Public Protection Team relating to noise impact was received (dated 06/05/21).

This letter report provides a preliminary noise impact statement. A detailed noise assessment including noise monitoring has not been undertaken.

### 1.2 Application Response

After reviewing the pre-application documents, Fife Council advised the following:

*"In general, Environmental Health Officers have stated that they would not have many objections to this application. There is a slight concern that noise could be an issue for the property at Mooreland, which would need to be considered in any application."*

After viewing the planning application Fife Council later provided further comments:

*"In my pre-application consultation I stated that there was a "slight concern that noise could be an issue for the property at Mooreland, which would need to be considered in the application."*

*From reviewing the documentation provided I do not see any supporting information regarding noise that provides assurances that the amenity at Mooreland will not be affected, particularly during the night-time hours, as both businesses are intended to be 24 -hour operations."*



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*Should this planning application be successful, if after completion of the development, complaints of nuisance are received by the Environmental Health (Public Protection) Team, the team are duty bound to investigate. If nuisance is established then works / further works may be required to abate the nuisance."*

## 2 Surrounding Environment

The proposed site is located adjacent the M90 motorway. Vehicle movements on the M90 motorway and the B914 are identified as the dominant noise sources in the area.

### 2.1 Receptors

A review of the surrounding area was undertaken to identify potential noise sensitive receptors in the area of the proposed development site.

Figure 1 shows the location of the approximate proposed site area (yellow polygon) and the nearest sensitive receptors (blue icons). Home Farm is a residential dwelling immediately south and screened by the vacant commercial building. The occupants of Home Farm are the landowners of the vacant commercial property and the site subject to this planning application.

Blair Drive and Moorelands are both residential buildings 140m and 145m respectively from the nearest point of the proposed site. The residential property at Moorelands appears to have outbuildings providing partial screening to the proposed site location.

The land height of the proposed site is approximately 10-20m below the residential property at Moorelands.

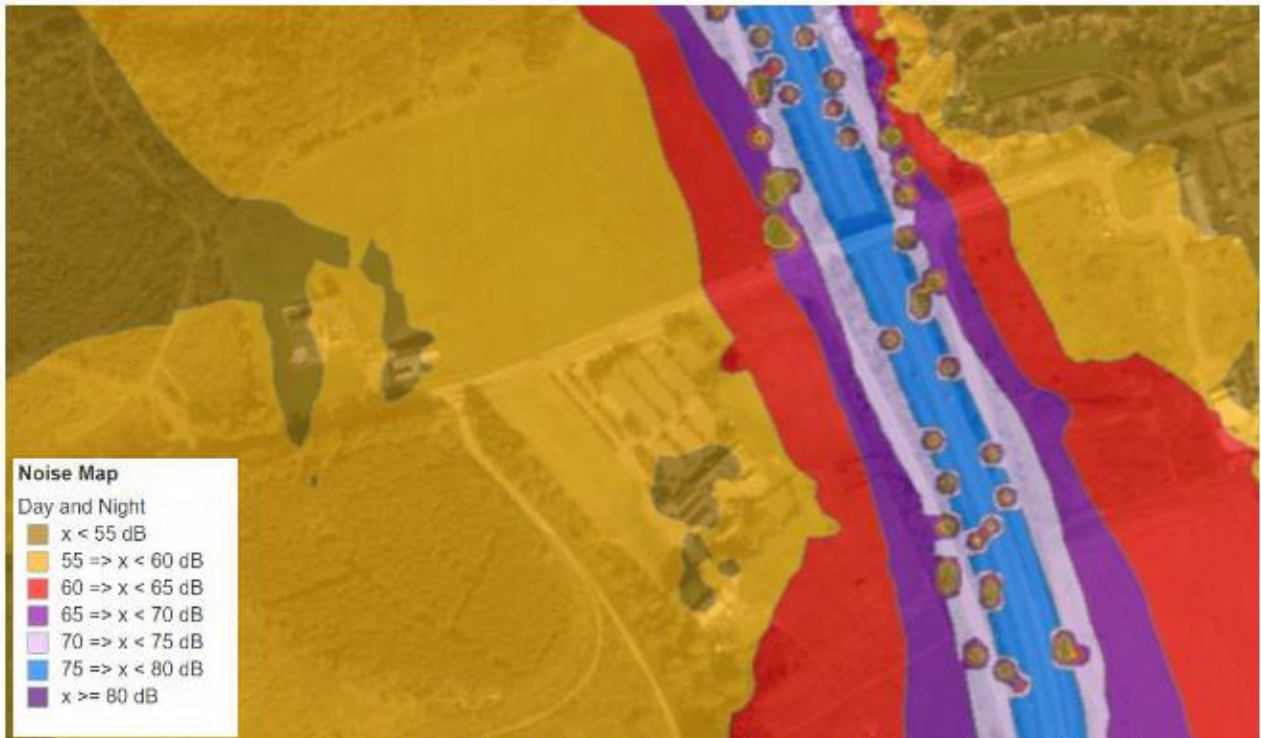


Source: Google Earth

Figure 1: Closest Receptors

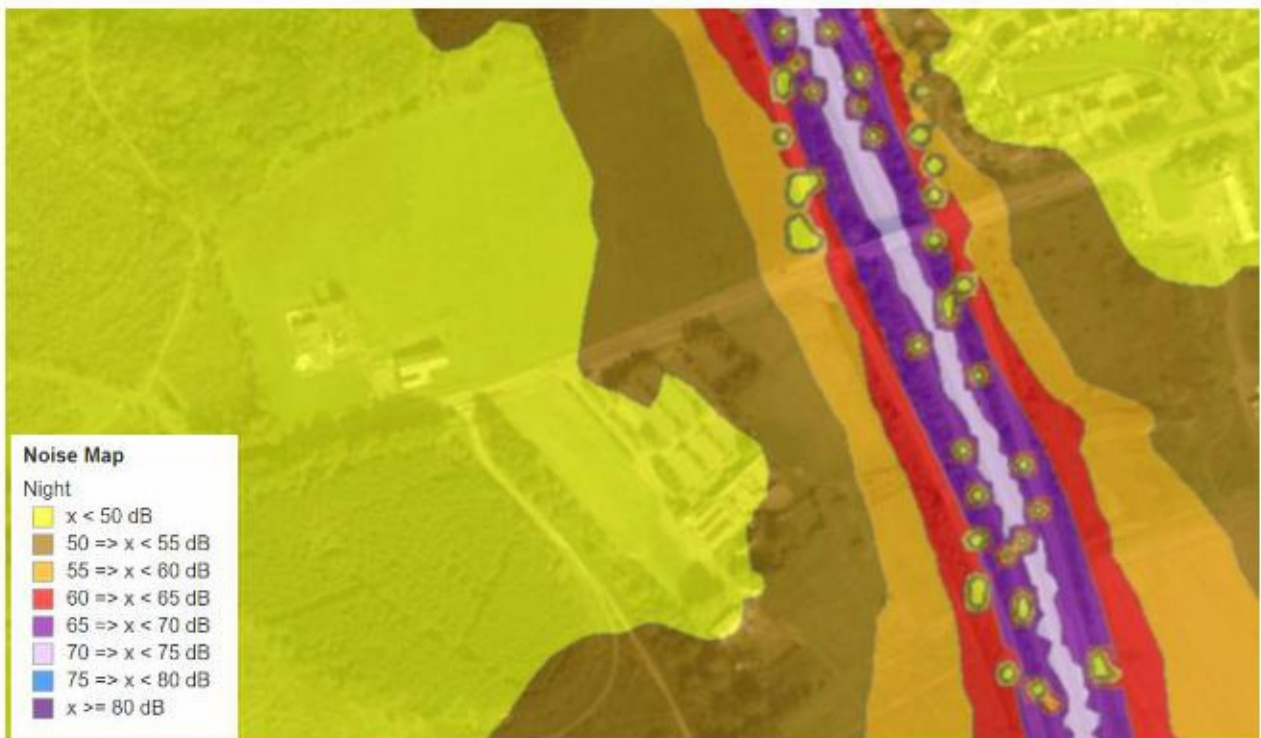
**2.2 Noise Background Maps**

Noise maps are available in Scotland and provide predicted noise levels near major sources of noise. Due to the proximity of the M90 Motorway, predicted noise maps covering the area of the nearest receptors to the proposed site are available. Figure 2 and Figure 3 provide the predicted noise levels for  $L_{den}$  and  $L_{night}$  respectively.



Source: <https://noise.environment.gov.scot/noisemap/> © Crown Copyright. Scottish Government

Figure 2: Predicted day, evening and night noise levels ( $L_{den}$ )



Source: <https://noise.environment.gov.scot/noisemap/> © Crown Copyright. Scottish Government

Figure 3: Predicted night noise levels ( $L_{night}$ )

**2.3 Other Developments**

A review of the Fife Council planning portal was undertaken, for applications made within the last two years (from June 2021), to identify other developments which could influence noise levels around the proposed development site. No planning applications were identified.

**3 Proposed Noise Sources**

**3.1 Traffic Data**

The main source of noise from the proposal will come from traffic movements into and around the proposed site, and the closing of vehicle doors.

Livingstone & Partners Ltd (LPL) has undertaken a transport assessment for the proposed development, and annual average daily traffic (AADT) flow data has been prepared. This is summarised below in Figure 4.

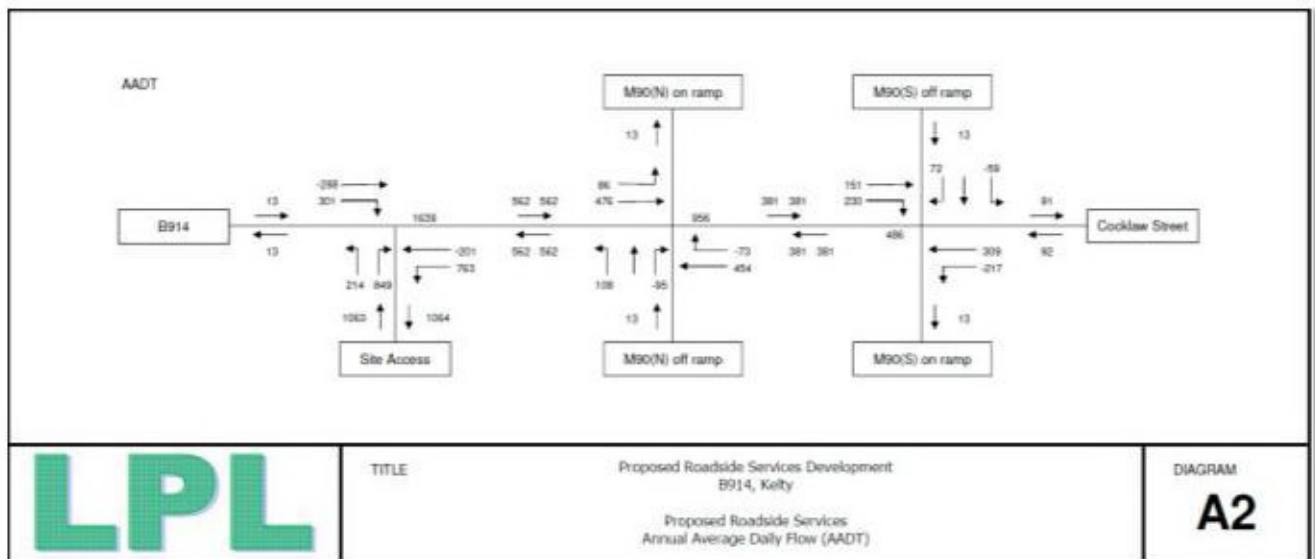


Figure 4: AADT Data

LPL report that heavy duty vehicles (HDVs) are expected to account for no more than 5% of the total AADT figures.

**3.2 Commercial Premises**

The proposed restaurant and petrol station will consist of no significant noise sources that are expected to be audible above the existing ambient noise levels.

**4 Preliminary Noise Impact**

The residential properties on Blair Drive are located immediately east of the M90 motorway, noise levels at this location are expected to be dominated by motorway traffic and are not expected to be adversely impacted by noise levels due to the proposed services.

The vacant commercial property is not expected to be used for any noise sensitive activities and therefore is not likely to be adversely impacted by the proposal.

The following table summarises the potential noise impact of the proposal, relative to the issues set out in *Planning Advice Note 1/2011: Planning and Noise* which may be relevant when considering noise in relation to a development proposal.

Criterion	Comment
<ul style="list-style-type: none"> <li>• Type of development and likelihood of significant noise impact,</li> <li>• Sensitivity of location (e.g. existing land uses, NMA, Quiet Area)</li> <li>• Existing noise level and likely change in noise levels,</li> <li>• Character (tonal, impulsivity etc), duration, frequency of any repetition and time of day of noise that is likely to be generated,</li> <li>• Absolute level and possible dose-response relationships e.g. health effects if robust data available</li> </ul>	<p>The proposal consists of a petrol station and restaurant. The services will be open 24 hours a day. The main noise sources are vehicle movements and the closing of vehicle doors.</p> <p>Existing daytime and night-time noise levels in the area are raised due to the proximity of the M90 Motorway and B914, as shown in the predicted maps.</p> <p>The former site consisted of a car parking area for the now vacant commercial property. The proposal will therefore not be introducing any new daytime sources of noise that are incongruous in character or absolute levels to the existing area.</p> <p>As shown in Figure 4 the proposal will result in an increase in traffic movements. There is not expected to be a significant increase in eastbound traffic on the B914 that will pass the Mooreland property, as the majority of vehicle movements will originate from journeys undertaken on the M90.</p> <p>As the services will be open 24 hours it can be expected that additional traffic movements will occur at night. As a result, additional night-time noise sources from the proposal will include the closing of car doors.</p> <p>There is a separation distance of approximately 145m to the site boundary from the residential property at Moorelands, including a slight change in elevation. There are also outbuildings in general line of sight to the proposal site that will provide a level of shielding.</p> <p>Indicatively, due to the distance from the proposed site to the receptor noise levels are not expected to be high, the significance of these levels could only be determined with an understanding of the ambient noise levels.</p>

## 5 Conclusion

Considering the information above and noting that neither a detailed assessment nor any baseline noise monitoring has been undertaken, the preliminary investigation indicates that noise impacts from the proposal are unlikely to be incongruous to the existing soundscape of the area and are unlikely to result in high absolute levels.

Yours sincerely,

MABBETT & ASSOCIATES LTD

This letter report has been prepared by the following Mabbett personnel:



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This report has been reviewed and approved by the following Mabbett personnel:



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