

**Consultation Response from: KC Environmental Health (Pollution & Noise Control)**
**2023/90668 - Grange Moor Coachworks, Barnsley Road, Grange Moor, Huddersfield, WF4 4DR**

**Erection and operation of a single building comprising a Sui Generis land use limited to the purpose of storage, assembly, sale and distribution of custom-built computers, laptops and their components as well as any associated development (those being a replacement wind turbine, utility provision, drainage, access, hard and soft landscaping) within the red-line boundary alongside business operations pursuant to the effective administration of the Sui Generis use.**

**Responding Date:**  
**05 October 2023**
**Responding Officer:**  
**Mohammed Nasim**
**Responding Ref:**  
**WK202329880**
**Comments**
**Noise**

In our comments dated 04 April 2013, we noted that the submitted Noise Impact Assessment (NIA) had overlooked noise sensitive receptors (NSRs) much closer than those identified. The applicant has submitted a Noise Impact Assessment authored by SRL dated 10 July 2023 Ref 81009-SRL-RP-YA-01-P2 which now identifies the nearest NSRs as shown in figure 3.

Based upon the revised distance to the NSRs, the NIA states the plant noise limits shown in Table 2 represent the upper limit at the boundary of the nearest NSR for cumulative noise from internal and external plant and fixed equipment (inclusive of any penalties for tonality, impulsivity or intermittency). If these limits are met, the plant would be expected to have a low adverse impact on the receptors and this is accepted.

An assessment has been conducted on the noise from the substations and based upon the size and location of the substations and the distances and screening to the nearest NSRs, the noise emissions generated are expected to be inaudible by the time they reach the NSRs and this is accepted.

As the applicant premises will be expanding, we expected an increase in staff and business vehicles and the submitted NIA considers this in section 6. Reasoning is given on the number and timings of deliveries and there is a proposal to increase the 2m garden fencing to 3m along the boundary to provide some attenuation and also to block line of sight from the properties to the delivery area. Based upon typical levels of HGVs and a total of 40 HGV movements (2 movements per delivery vehicle), calculations indicate a low impact. The NIA suggests the submission of a Noise Management Plan including avoiding narrow-band reversing alarms in favour of broadband alarms, switching off engines when stationary, staggering of delivery times and maintaining a good quality driving surface on site and this is welcomed. The staff parking area will be screened from the nearest receptors by the proposed buildings and noise from individual staff vehicle movements is therefore not expected to be significant at any of the receptors and this is accepted.

The findings of the report are accepted. Conditions are recommended to ensure the mitigation measures are implemented and retained thereafter.

**Hours of Use**

We ask the applicant to clarify the proposed hours of use as there is some contradiction in what is proposed within the application form to that within the NIA. We also note the numbers of staff

car parking places and ask whether there will be a need to consider shift working which may impact on the hours of use. No further comment is offered on conditioning the hours of use until this information is confirmed.

### **Recommended Conditions**

#### **NC10 Noise from Fixed Plant & Equipment - Condition**

The combined noise from any fixed mechanical services and external plant and equipment shall be effectively controlled so that the combined rating level of noise from all such equipment does not exceed the background sound level at any time. "Rating level" and "background sound level" are as defined in BS 4142:2014+A1:2019.

**Reason:** To ensure the proposed development does not cause harmful noise pollution within neighbouring noise sensitive locations, in the interest of amenity, to comply with the aims and objectives of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

#### **BC1 Acoustic Barrier - Condition**

Before the development is brought into use, details of an acoustic barrier (as recommended in the Noise Impact Assessment authored by SRL dated 10 July 2023 Ref 81009-SRL-RP-YA-01-P2) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- A plan showing the location of the barrier
- The minimum height of the barrier relative to the adjacent ground level
- The construction specification of the barrier including the barrier support structure, the barrier material, the minimum barrier thickness, the minimum density of the barrier material and the details where the barrier meets the ground.

The use hereby approved shall not commence until the construction of the acoustic barrier has been completed and the barrier shall be retained thereafter.

**Reason:** To protect the amenity of occupiers of the proposed development from noise or disturbance from nearby noise generating premises to accord with the aims of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

#### **NC12 Noise Management Plan – Condition**

Before the premises is brought into use, a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail the control measures that will be taken to ensure that excessive noise does not arise from any deliveries/dispatches and the actions that will be taken to observe the required control measures. The approved Noise Management Plan shall be implemented before use commences, reviewed periodically and retained thereafter.

**Reason:** To ensure the proposed development does not cause harmful noise pollution within neighbouring noise sensitive locations, in the interest of amenity, to comply with the aims and objectives of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.