

18 May 2023

Andrew Croft
Senior Technical Coordinator
Barratt Homes & David Wilson Homes Yorkshire West

SLR Reference: 403.064816.00001
KC planning application reference: 2019/93658

Dear Andy,

RE: *Whitechapel Road, Cleckheaton*
Response to Formal Consultation Comments, Air Quality Considerations to Variation of Conditions

1. BACKGROUND

SLR Consulting Ltd ('SLR') provided air quality consultancy services to Barratt Homes & David Wilson Homes Yorkshire West (BDW) in relation to a consented residential development (the 'Development') on Land at Whitechapel Road, Cleckheaton (the 'Site') (Kirklees Council (KC) application reference: 2019/93658).

The scope of SLR's air quality consultancy services included a *Baseline Air Quality Monitoring*¹ exercise to establish ambient nitrogen dioxide (NO₂) concentrations at the Site. The Baseline Air Quality Monitoring report concluded that, subject to the application of a buffer zone / separation distance (in appropriate locations, as identified) between the façade of residential dwellings and the western boundary of Site (delineating the boundary with the M62 motorway) annual mean NO₂ concentrations were not considered to represent a constraint to residential development i.e. there were no predicted exceedences of the annual mean NO₂ Air Quality Assessment Level (AQAL) at locations of relevant exposure.

Subsequent to this *Baseline Air Quality Monitoring*, SLR provided a further *Air Quality Assessment: Noise Barrier Modelling and Analysis*² report which detailed a summary of further up-to-date analysis and the evidence-based approach which demonstrated that the required buffer zone / separation distance could be reduced.

On 24th June 2021, the planning application for the Development was granted consent on this basis, subject to Section 106 agreement and stated planning conditions.

¹ Whitechapel Road, Cleckheaton; Proposed Residential Development; Baseline Air Quality Monitoring; Prepared for: BDW Trading Ltd; SLR Consulting Ltd report reference: 410.04993.00029 Rev1, dated July 2018.

² Whitechapel Road, Cleckheaton; Proposed Residential Development; Air Quality Assessment: Noise Barrier Modelling and Analysis; Prepared for: BDW Trading Ltd; SLR Consulting Ltd report reference: 410.04993.00063 Rev6, dated March 2021.

2. VARIATION OF CONDITIONS APPLICATION

Following consent of application reference: 2019/93658, BDW's Agent (PB Planning) submitted an application for variation of a series of associated planning conditions (KC application reference: 2021/94498). Following submission, KC has made the following formal consultation comments:

"The applicant proposes to remove the acoustic bund and has submitted an e-mail from Paul Butler (pbplanning) dated 22 November 2022 stating the following -

Further noise assessment work undertaken by SLR has confirmed that the bund is no longer needed along the site's north-western boundary, and that an acoustic fence would provide the protection needed. The layout has been updated to reflect this change.

No information has been submitted to support these findings. Revision ii dated 12.03.21 of the Proposed Site Layout Ref:P17:5076:01 states 'Proposed bund adjacent motorway added'. There are no further revisions pertaining to the removal of the bund.

We recommend the condition remains and the applicant is reminded of the requirements of the condition which is repeated below –

17. Prior to the first occupation of any part of the development that is protected from noise and air pollution by an acoustic barrier, the exact details of an acoustic barrier as recommended in the Noise Assessment by SLR, (ref: 405.03696.00038, version 10, dated April 2021) and Air Quality Assessment: Noise Barrier Modelling and Analysis by SLR, (ref: 410.04993.00063, version 6, dated March 2021) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- A plan clearly showing the location of the barriers with due consideration of the approved plans and documents;*
- The minimum height of the barrier relative to the adjacent ground level; and*
- The exact 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.*

Any plot that requires acoustic barriers for protection from noise and air pollution shall not be first brought into use until the construction of the approved acoustic barrier has been completed and the installed barrier shall be retained thereafter.

Reason: In the interest of the amenity of future occupiers in accordance with Policies LP20, LP24, LP47, LP51 and LP52 of the Kirklees Local Plan and Chapter 2, 9 and 15 of the National Planning Policy Framework."

This Air Quality Technical Note seeks to address the above consultation comment, regarding removal of the 'bund' and implications to air quality in respect to the above wording of Condition 17.

3. AIR QUALITY IMPLICATIONS

The *Air Quality Assessment: Noise Barrier Modelling and Analysis*² report provided a quantitative dispersion modelling assessment of corresponding beneficial effects on air quality afforded by the construction of a ‘noise barrier’ at identified locations on the western boundary of the Site, bordering the M62 carriageway.

The beneficial effects afforded by the acoustic barrier were assessed using the ‘noise barrier’ module within the ADMS-Roads dispersion model. As stated within Appendix A of the submitted and approved *Air Quality Assessment: Noise Barrier Modelling and Analysis*² report, the ‘noise barrier’ was represented within the ADMS-Roads dispersion modelling assessment as a **2.1m high acoustic fence / structure**, at relevant locations corresponding to the layout of the Development³. No consideration of the height of the proposed bund, in respect of the total height afforded by the bund + acoustic barrier, was made as part of the acoustic barrier dispersion modelling assessment presented within the *Air Quality Assessment: Noise Barrier Modelling and Analysis*² report.

Therefore, the results and conclusions to the *Air Quality Assessment: Noise Barrier Modelling and Analysis*² report in terms of the identified beneficial effects afforded by the 2.1m high acoustic fence / structure, and the identified 2.75m reduction in the required buffer zone / separation distance remain valid and correct.

4. CLOSURE

I trust the above fully address the formal air quality content to the consultation comments regarding the variation to conditions relating to the Whitechapel Road, Cleckheaton Site. However, please do hesitate to contact me to discuss further.

Yours sincerely
SLR Consulting Limited

Graeme Blacklock
Technical Director – Air Quality

³ At the time of publication of the *Air Quality Assessment: Noise Barrier Modelling and Analysis* report, the location and extent of the acoustic fence / barrier was indicated within ‘Proposed Site Layout’ drawing (Rev JJ). It is noted that whilst subsequent amendments / revisions have been made to the Site layout and associated drawing, the position of the acoustic fence / barrier relative to the M62 carriageway and footings / façade of dwellings fronting onto the M62 carriageway, remains the same. Therefore, the conclusions of the *Air Quality Assessment: Noise Barrier Modelling and Analysis* report in respect of the identified reduction in the required buffer zone / separation distance remains relevant.