

**Consultation Response from: KC Environmental Health (Pollution & Noise Control)**
**2025/91211 - East of Mill Lane and Heaton Grange, Hanging Heaton, Batley, WF17 6EN**
**Discharge of details reserved by conditions 6 (road specification), 7 (retaining walls), 8 (highway structures), 10 (noise assessment report), 17 (drainage strategy), 18 (surface water discharge), and 19 (storm events) on outline permission 2020/93777 for erection of residential development**
**Responding Date:**  
**30 June 2025**
**Responding Officer:**  
**Mohammed Nasim**
**Responding Ref:**  
**WK202518096**
**Comments**

Note – These comments relate to Condition 10 (noise assessment report) ONLY.

The applicant has submitted a Noise Impact Assessment authored by apex dated 07 February 2025 Ref 11457.1 Rev A. Section 2 identifies the site along with the neighbouring sources of noise as road traffic, rail traffic and the industrial site as shown in figure 2.

A 24hr background noise survey was conducted on 09 January 2025 from two measurement positions as shown in figure 2 and a summary of the findings is given in table 4. Comment is made that the most significant noise sources affecting the proposed development during both daytime and night-time periods were passing trains on the railway to the west of the proposed site along with road traffic associated with Mill Lane to the west. Plant noise was also identified and a BS4142 assessment has been undertaken as shown in table 5 which determines a low impact.

Section 6 looks at the external amenity areas, modelling the impact and determining 2.3m high barriers are required to plots 5-13 in order to meet with the external requirements of BS8233. The location of the barriers is shown in figures 1 and 7 with a specification for the material and construction given in para 6.4. The requirement of the condition is ‘...provide a detailed specification for the noise mitigation measures that are required for outdoor noise levels of no more than 50dB LAeq,16hour to be achieved at these plots’ and the report acknowledges that the mitigation measures will not meet with this lower requirement with comment made in para 6.5 that due to the elevation of the railway line, reducing the noise levels is not feasible. Whilst it fails to meet with the requirements of the condition, i.e. the lower level, it does meet with the upper requirement and this is accepted.

In order to meet with the internal requirements of BS8233, table 1 specifies the glazing and ventilation requirements as reflected in the colour coded plan in figure 1. Table 8 summarises the calculated worst-case internal noise levels which meet with both daytime and night time requirements.

**Recommendations**

The findings of the submitted report are accepted. However, we recommend the condition is not discharged until all mitigation measures within the Noise Impact Assessment authored by apex dated 07 February 2025 Ref 11457.1 Rev A are implemented and retained thereafter.