

**Town and Country Planning Act 1990
Application for Permission to Develop Land**

Response from Pollution & Noise Control

PNC Reference No:	WK/201818756
Name of Planning Officer dealing with the matter:	Emma Thompson
Application Number:	2018/92899
Proposed Development:	Demolition of former public house and erection of 5 dwellings with associated parking
Location:	Old Packhorse Inn, Highmoor Lane, Hartshead Moor, Cleckheaton, BD19 6LW
Date Required By Planning:	09/10/2018

COMMENTS

Noise

The proposed development is adjacent to a fairly busy highway and is therefore likely to be adversely affected by road traffic noise. I consider that a condition is necessary to assess the likely impact of this noise and make recommendations for any necessary noise mitigation measures.

Air Quality

In an application of this nature it is expected that facilities for charging electric vehicles and other ultra-low emission vehicles is provided in accordance with the *Air Quality & Emissions Technical Planning Guidance* from the West Yorkshire Low Emissions Strategy Group.

Recommended Conditions

Before construction work commences a report specifying the measures to be taken to protect the development from noise from road traffic shall be submitted to and approved in writing by the Local Planning Authority.

The report shall

- a) Determine the existing noise climate
- b) Predict the noise climate in gardens (daytime), bedrooms (night-time) and other habitable rooms of the development
- c) Detail the proposed attenuation/design necessary to protect the amenity of the occupants of the new residences (including ventilation if required).

The development shall not be occupied until all works specified in the approved report have been carried out in full and such works shall be thereafter retained.

EVC1 *Electric Vehicle Charge Points - Condition*

Before the electrical system is installed a scheme detailing the dedicated facilities that will be provided for charging electric vehicles and other ultra-low emission vehicles shall be submitted to and approved in writing by the Local Planning Authority. Buildings and parking spaces that are to be provided with charging points shall not be brought into use until the charging points are installed and operational. Charging points installed shall be retained thereafter.

EVF1 *Electric Vehicle Charge Points – Footnote*

- One electric vehicle charging should normally be provided for each residential unit with dedicated parking space.
- Charging points for single residential properties should meet the requirements specified in the latest version of “*Minimum technical specification - Electric Vehicle Homecharge Scheme (EVHS)*” by the Office for Low Emission Vehicles. Cable and circuitry ratings for the charging points of adequate size to ensure a minimum continuous current demand of 16 Amps and a maximum demand of 32Amps that can provide Mode 3 charging and has a Type 2 socket would be acceptable.

Date:		Officer:	Richard Hume 01484 221000
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