

Consultation Response from KC Environmental Health – Pollution & Noise Control
2018/94189
Soothill Lane, Batley
Outline application for residential development of up to 366 dwellings with details of access points only
Date Responded:
07-06-2019
Responding Officer: Kevin
Moore
Responding Ref:
WK/201901240

In regard to the Air Quality Impact of this development and our previous response (dated 04-06-2019), please now accept this new response (with updated Electric Vehicle charging condition/justification) as this now reflects the slightly altered number of dwellings and the subsequently revised Air Quality impact Assessment.

We are satisfied that the submitted (revised) Air Quality Assessment (Redmore Environmental Reference 2439r3 dated 07 June 2019) covers the required areas, in terms of traffic estimates and predicted impacts, and we accept its recommendations. These are that no further works or investigation are required, as the impacts of road traffic associated with the development (on air quality) on all sensitive receptor locations, are predicted as negligible and therefore not significant in line with IAQM guidance.

We will still however require that the following condition regarding Electric Vehicle Charging points is placed on any consent granted:

EVC1 *Electric Vehicle Charging Points - Condition*

Before the development commences, 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. The scheme shall meet at least the following minimum standard for numbers and power output:-

- A Standard Electric Vehicle Charging point (of a minimum output of 16A/3.5kW) for each residential unit that has a dedicated parking space
- One Standard Electric Vehicle Charging Point for every 10 unallocated residential parking spaces

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.

Reason: For promoting sustainable development and transport and conserving the natural environment in accordance with parts 2, 9 & 15 of the NPPF and XXXX of the local plan

EVF1 *Electric Vehicle Charging Points – Footnote*

- A Standard electric vehicle charging point is one which is capable of providing a continuous supply of at least 16A (3.5kW). A 32A (7kW) is however more likely to be futureproof
- Standard charging points for single residential properties that meet the requirements specified in the latest version of “*Minimum technical specification - Electric Vehicle Homecharge Scheme (EVHS)*” by the Office for Low Emission Vehicles will be acceptable. Basically, charging points that provide Mode 3 charging with a continuous output of least 16A (3.5kW) and have Type 2 sockets would be acceptable.

- The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.
- The installation must comply with all applicable electrical requirements in force at the time of installation.