

Consultation Response from: KC Environmental Health (Pollution & Noise Control)		
2019/90988 - Land adj, lock 38, Marsden Lane, Marsden, Huddersfield, HD7 6AF		
Use of land for provision of camping facilities, formation of camper van and tent sites, erection of 5 camping pods, toilet block and wood store and associated works		
Date Responded: 20 Dec 2019	Responding Officer: Richard Hume	Responding Ref: WK/201907193
In our original consultation response dated 14 May 2019 we commented on our concerns about the application that we considered would be likely to lead to an intensification of the use of the site increasing the potential for causing loss of amenity to nearby residents from smoke from open fires and noise such as from excessively loud music. We advised that a detailed noise and smoke management plan would be required. We also advised of concerns regarding the lack of detail about the proposed foul drainage provisions for the site, again advising that more details were required. We also recommended the provision of electric vehicle charge points. Additional information relevant to our comments has now been provided in the following documents:- • A statement in support of the application by William Best RIBA (undated and no reference) • A Management Plan dated July 2019 Smoke The submitted information advised that camp fires and barbecues will be restricted to designated areas which will be set out on site. The submitted plan shows an area labelled “camp fire plot” which is roughly in the centre of the site. Whilst this location is probably the most suitable on site for this activity, no information is provided regarding how smoke from any fires will be prevented from causing a loss of amenity to neighbouring properties. More detailed information regarding this is therefore necessary before determine the application. Noise The two documents provide largely the same information advising that music on site will be restricted to being played within camping pods and camper vans after 9pm and no music permitted after 11pm with exemptions which the management may agree to. This is too simplistic and completely inadequate. There is nothing relation to controlling the levels that the music can be played at either outside or within camping pods and camper vans. There is nothing to say at what time music can start being played in a morning, so this could be interpreted as being from just after midnight. There are no details of the implications of visitors not complying with the noise requirements. The possible management agreed exemptions lacks clarity and could potentially result in an exemption every weekend. The Management plan provides no confidence that there will be any effective control of noise from the site. A robust noise management plan is essential before the application can be determined.		

Foul Drainage

The proposals are for two compost toilets for the camping pods occupants and an assumption that visiting camper vans will have their own built in toilets.

This is considered to be inadequate.

It is wrong to assume that visiting camper vans will have toilets, is unusual for smaller camper vans to have an on-board toilet and often only optional in larger camper vans. Only motorhomes, which are larger still, are likely to have an on-board toilet. Even if the visiting camper vans do have their own toilet facilities these will be based on a chemical toilet system that will require frequent emptying. The applicant therefore needs to provide detailed information regarding the proposed chemical toilet disposal and refilling facilities that will be provided at the site and how this will be appropriately serviced.

There is inadequate detailed information regarding the proposed composting toilets. There is no information to demonstrate that the proposed levels of provision will be adequate for the number of users (including visitors in camper vans for the reasons detailed above). There is no information providing a detailed specification of the emptying schedule for the composting toilets in particular the frequency and where the emptied waste will be disposed of. There is no information regarding how liquid toilet wastes will be effectively dealt with. The composting toilets will not be appropriate for dealing with waste water arising from visitors' personal hygiene washing activities and waste water arising from food preparation, cooking and washing up, including from camper vans. Information to demonstrate that this will be effectively dealt with is also required before the application can be determined.

Electric Vehicle Charging Points

The submitted plan shows the location of two electric vehicle charging points, but no additional information is provided. A detailed specification for the proposed charging points will be required but this can be obtained through a condition.

Recommendations

As we previously recommended before the application can be determined we need to be fully satisfied that there will be adequate and satisfactory provision for effectively dealing with all likely sources of foul liquids arising from the proposed use of the site. We also need to be satisfied that noise and smoke arising from the use of the site will be effectively controlled so that it does not cause a loss of amenity to neighbouring properties. In the absence of this information we would have to recommend that the application is refused.

If the above matters can be resolved then we would require the following condition.

EVC1 Electric Vehicle Charging Points - Condition

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

- One Standard Electric Vehicle Charging Point for every 10 (of a minimum output of 16A/3.5kW) 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: In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement, to comply with the aims and objectives of Policies LP24 and LP51 of the Kirklees Local Plan and Chapters 2, 9 and 15 of the National Planning Policy Framework.

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 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.