

Consultation Response from: KC Environmental Health (Pollution & Noise Control)		
2020/93921 Huddersfield Grammar School, Luck Lane, Marsh, Huddersfield, HD1 4QX		
Installation of temporary grasscrete staff car park (within the curtilage of a Listed Building)		
Date Responded: 21st December 2020	Responding Officer: Rebecca Muff	Responding Ref: WK/202034820
I have reviewed the application and supporting information and make the following comments.		
External Artificial Lighting It is unclear from the plans and submitted information whether the proposal includes external artificial lighting for the car park, and the footpath from the carpark to the main school building. It is assumed that there will be the need for some lighting in these areas and our concerns are the effect that external lighting will have on the amenity of the nearby residents, however a good lighting scheme will address this issue. Therefore, a lighting condition will be necessary. Electric Vehicle Charging Points The proposal is for a temporary grasscrete staff car park for up to 20 vehicles. Normally in an application of this nature it is expected that facilities for charging electric vehicles and other ultra-low emission vehicles are provided in accordance with the National Planning Policy Framework and <i>Air Quality & Emissions Technical Planning Guidance</i> from the West Yorkshire Low Emissions Strategy Group. However, the application is for a temporary car park up until the end of the summer term 9th July 2021 as stated in the <i>Planning Design and Access Statement by Cognita Schools Ltd</i>, dated November 2020. If the application is to be extended beyond this time and into the start of the new academic year September 2021, then we would expect EVCPs to be installed and therefore the following condition will be necessary. Recommendations LC1 External Artificial Lighting - Condition Before the installation of external artificial lighting commences a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme should include the following information: a) The proposed hours of operation of the lighting b) The location and specification of all of the luminaires c) The proposed design level of maintained average horizontal illuminance for the areas that needs to be illuminated. d) The predicted vertical illuminance that will be caused by the proposed lighting when measured at windows of any properties in the vicinity. e) The measures that will be taken to minimise or eliminate glare and stray light arising from the use of the lighting that is caused beyond the boundary of the site f) The methods of switching and controlling the lighting so that it is only operated at the permitted times and at times when it is required. The external artificial lighting shall be installed and operated thereafter in accordance with the approved scheme.		

Reason: To safeguard the amenities of the occupiers of nearby properties and promote sustainable development in accordance with part 2 and 15 of the NPPF and **xxxxx** of the Local Plan

LF1 Artificial lighting - Footnote

The proposed design levels of illuminance should be shown to be appropriate for the intended use by reference to appropriate guidance. Generally, to minimise problems of glare and stray light from external artificial lighting it should be installed and maintained in accordance with the *“Guidance Notes for the Reduction of Obtrusive Light”* by the Institution of Lighting Professionals: 2011 www.theilp.org.uk. The predicted levels of stray light must not exceed the recommended maximum levels given in Table 2 of this guidance for an Environmental Zone E3.

EVC1 Electric Vehicle Charging Points - Condition

Before the carpark is used after August 2021 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 providing a continuous supply of at least 16A (3.5kW) for at least 10% of non-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: 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 LP20, LP24 and LP47 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) and up to 32A (7kW). The higher output is more likely to be futureproof
- At non-residential developments, the requirement for one standard electric vehicle charging point for at least 10% of parking spaces may initially be reduced to one charging point for at least 5% of parking spaces with the remainder provided at an agreed trigger point.
- For developments where some or all of the parking is likely to be used for shorter stay parking (30mins to 4 hours) then Fast (7-23kW) or Rapid (43kW+) charging points may be more appropriate. If Fast or Rapid charging points are proposed together with restrictions on the times that vehicles are allowed to be parked at these points then a lower number of charging points may 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.