

Consultation Response from: KC Environmental Health (Pollution & Noise Control)		
2020/94040 Barnside Farm, Barnside Lane, Hepworth, Holmfirth, HD9 1TN		
Change of use from agricultural barn to bunk barn tourist/leisure accommodation		
Date Responded: 22nd January 2021	Responding Officer: Rebecca Muff	Responding Ref: WK/202036263
I have reviewed this application and supporting documents and do not consider there to be any significant environmental health impacts with this development. Foul Drainage I note from the application form that the foul drainage from the proposed development will be to a septic tank. However, no additional information has been provided and we will need to know if the drainage is to be connected to an existing septic tank, and if so then the applicant will need to demonstrate that the tank is sufficient to deal with the additional use. Or if there is to be a new tank, we will need to know that this is feasible and will not cause a nuisance. A condition requiring the detailed proposals for foul drainage is therefore necessary. Electric Vehicle Charging Points (EVCP) The proposal is for 8 additional car parking spaces, therefore 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. A condition requiring charging points is therefore necessary. Recommendations STA1 Adequate Provision for Foul Drainage – Before determining the application It is understood that a mains drainage system is not available for the development. No detailed information has been provided regarding the proposals for providing an adequate system of foul water drainage which will be required by the building regulations. To ensure that it is feasible for the building regulations to be met and also avoid the possible need for a further planning application relating to the construction of a septic tank it is recommended that before determining the application the applicant provides detailed information to show how a satisfactory foul drainage system is to be provided for the proposed development. The submitted information needs to demonstrate that the requirements of The Building Regulations 2010 Approved Document H, Drainage and Waste Disposal can be met and if a small sewage treatment plant (i.e. septic tank or package treatment plant) is proposed that the “General binding rules for small sewage discharges” can also be met. The details must therefore include the following information: a) The location of the tank (which must not be so near to any inhabited building as to be liable to become a danger to health or a source of nuisance (a minimum of 7m is required but over 20m and down slope is preferable) or in an area where there is a risk of flooding). b) The discharge details for the tank (which must not present any risk of contamination to		

any watercourse, underground water or drinking water supply).

- c) Details showing how adequate means of vehicular access will be provided to allow the tank to be periodically emptied and maintained.
- d) Calculations demonstrating that the tank will be of adequate capacity for the highest number of persons that may use the tank.
- e) If an existing tank is to be used, details of its condition / state of repair demonstrating that it is operating correctly and is impermeable to liquids
- f) Details of the necessary porosity and percolation tests carried out to establish the suitability of land that is to be used for any soakaway/land drainage of effluent.

STA Adequate Provision for Foul Drainage - Footnote

Specialist advice should be sought for the design and installation of a small sewage treatment system which should meet the relevant standards. These are currently:

- BS EN 12566:2016 - Small wastewater treatment systems for up to 50 PT.
- BS 6297:2007 +A1:2008 - Code of practice for design and installation of drainage fields for use in wastewater treatment

Any discharge from a waste-water treatment system is likely to require a consent from the Environment Agency who may need to be consulted on the application.

EVC1 Electric Vehicle Charging 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. 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.