


|   |  |                      |  |
|---|--|----------------------|--|
| <b>Environmental Health Consultation Response</b>                                   |  | <b>Officer</b>       | <b>Hannah Kent</b>   |
| <b>Detail: Retention of the unauthorised creation of an access track, a parking</b> |  | <b>Flare SRU:</b>    | <b>048585</b>  |
| <b>Address:</b>   | <b>Croasdale Farm 1 Whinney Lane Langho<br/>Blackburn Lancashire BB6 8DQ</b> |                      |  <b>Ribble Valley<br/>Borough Council</b><br><a href="http://www.ribblevalley.gov.uk">www.ribblevalley.gov.uk</a> |
| <b>Application Ref:</b>   | 3/2022/0857  | <b>Case Officer:</b> |  |
| <b>Response Ref:</b>  | 3/2022/0857/ENV/01   | <b>Issue Date:</b>   |  |
|   |  |                      | Mr Stephen Kilmartin<br>28 September 2022  |

| <b>General Comments/Observations</b>    |  |
|---|--|
| <b>1.1</b>                              | It has long been recognised that air pollution harms health. The land-use planning and development control system has an important role to play in driving forwards improvements in local air quality, minimising exposure to pollution, and to improving the health and well-being of the population.   |
| <b>1.2</b>                              | Domestic transport has the largest share of UK greenhouse gas emissions of any sector across the economy, at 23% in 2019. The majority (55%) of these emissions are from passenger cars, contributing 68 MtCO <sub>2</sub> e.  |
| <b>1.3</b>                              | The planning system represents one of the biggest levers local authorities have to make changes that improve air quality, reduce exposure to air pollution and ensure that the UK's charging infrastructure network is reliable, accessible, and meets the demands of all motorists.   |
| <b>1.4</b>                              | With the installation of parking for these holiday facilities, there is also a need for the provision of electric vehicle charge points.   |
| <b>Suggestions/Mitigation</b>           |  |
| <b>2.1</b>                              | In an application of this nature and in light of the above, 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.  |
| <b>Conclusions/Suggested Conditions</b> |  |
| <b>2.2</b>                              | The above observations have been provided on the basis of the level of information submitted and the comments contained within this response represent officer opinion only, at the time of writing, without prejudice.  |
| <b>2.3</b>                              | Should you be minded to approve the application, notwithstanding other considerations, I would suggest that the following conditions be attached should you feel they are relevant and justified: <ul style="list-style-type: none"> <li>Condition 01 – Electric Vehicle Charge Points</li> </ul> <p>Before 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</p> |

and power output:

- A Standard Electric Vehicle Charging point providing a continuous supply of at least 16A (3.5kW) for each unit of the camping facility.

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 Chapters 2, 9 and 15 of the National Planning Policy Framework.

**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.
- 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.

|  |                 |                    |
|--|-----------------|--------------------|
|  | <b>Officer:</b> | <b>Hannah Kent</b> |
|--|-----------------|--------------------|