

NORTH HERTS COUNCIL

MEMORANDUM

To: PLANNING CONTROL AND CONSERVATION Harriet Sanders	From: ENVIRONMENTAL HEALTH Alan Stone (ext.4108)
	Date: 18 th May 2026
Our Ref: 6655/26	Your : 26/00805/FP Ref:
Subject: Full Planning Permission: Erection of 5 detached dwellings including garages, parking, landscaping, bin stores, installation of Air Source Heat Pumps and alterations to existing vehicular access off London Road. Land At, London Road, St Ippolyts, Hertfordshire	

Comments:

Thank you for consulting Environmental Protection on this application.

Noise (and other nuisances):

The application is supported by a noise assessment which concludes that standard double glazing and trickle vents will be sufficient for all proposed plots. It does recommend a close boarded fence for plot 1 (based on traffic noise) which should be secured via a condition requiring the development to be undertaken in accordance with the submitted information.

There is no information in relation to noise from the air source heat pumps, however, given the location and proposals, I have no concerns in this regard.

However, I have contacted UK power networks in relation to the substation adjacent to plot 1. They have responded with the following:

'Hi Alan, thank you for the contact, I do have some concerns with this one.

I think that plot one which looks like the most impressive house on site may have noise in their garden and it could potentially penetrate into the property. I would like to see a full acoustic report for this one focusing on the 100Hz noise frequency. I would like to see a planning condition that restricts the noise level to below 38dB(C) at 100Hz in any habitable space. That would give us the protection we would need and ensure that the agent of change is responsible for any mitigation.

The other concern that I have is that the BNG element is planned over our access rights and could potentially, depending on the nature of the BNG proposed could create a climbing aid into our substation. I have asked our consents team to comment separately.'

I am happy to discuss this matter, however, can we obtain an updated noise survey to cover this sub-station noise?

Construction phase

The site is adjacent to residential dwellings. For this reason, I would recommend a

Construction Management Plan be developed. Due to the potential for nuisance during the construction phase.

Recommended Condition

A Construction Environmental Management Plan (CEMP) for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works or development (including any pre-construction, demolition or enabling works). The development shall thereafter be carried out in complete accordance with the approved CEMP unless otherwise agreed in writing by the Local Planning Authority.

- a) hours of construction operations including times of deliveries and removal of waste;
- b) measures to minimise dust, noise, machinery and traffic noise impacts during construction;
- c) site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning areas;
- d) the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
- e) screening and hoarding details, to protect neighbouring residents;
- f) end of day tidying procedures to ensure protection of the site outside the hours of construction. The construction activities shall be designed and undertaken in accordance with the code of best practice set out in British Standard 5228 1997 and with the agreed details unless otherwise agreed in writing by the Local Planning Authority;
- g) wheel washing facilities for construction vehicles leaving the site;
- h) storage and removal of building waste for disposal or recycling;

Reason: In the interests of highway safety and the control of environmental impacts

Land contamination:

The application is supported by phase 1 and 2 land contamination reports. The reports conclude that no remediation is required in relation to the proposals. Based on the submitted information, I have no objections on these grounds but recommend the following condition is placed on the decision notice should you be minded to grant approval.

In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with BS10175:2026. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.

Reason: To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the Environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

Local Air Quality:

North Herts Council have specific air quality planning guidance that can be found at <http://www.north-herts.gov.uk/home/environmental-health/pollution/air-quality/air-quality-and-planning>

Application of the guidance to a development of this scale and location defines the site as being a MINOR scale development and so the following condition is recommended to ensure that appropriate local air quality mitigation is provided.

EV Recharging Infrastructure Condition

Prior to occupation, each new dwelling shall incorporate an Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

Informative

1) EV Charging Point Specification:

A charging point shall be installed by an appropriately certified electrician/electrical contractor in accordance with the following specification. The necessary certification of electrical installation should be submitted as evidence of appropriate installation to meet the requirements of Part P of the most current Building Regulations.

Cable and circuitry ratings should be of adequate size to ensure a minimum continuous current demand for the vehicle of 16A and a maximum demand of 32A (which is recommended for Eco developments)

- A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.
- The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF). This includes requirements such as ensuring the Charging Equipment integral protective device shall be at least Type A RCD (required to comply with BS EN 61851 Mode 3 charging).
- If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted, and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.
- A list of authorised installers (for the Government's Electric Vehicle Homecharge Scheme) can be found at <https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>

- UK Government issued legislation in 2021 to require domestic EV charge points to be smart, thus we recommend that all charge points will be capable of smart charging, as detailed in UK Gov regulations.

2) The above condition is considered relevant and reasonable for the following reasons:

- Paragraphs 170 (e), 181 of the NPPF, which refer to the effects (including cumulative effects) of pollution (including air pollution) on health, the natural environment (including air quality).
- Paragraphs 102 (d), 105 (e) and 110 (e) of the NPPF, which refer to the need to promote sustainable transport including the provision for charging plug-in and other ultra low emission vehicles.
- HCC Local Transport Plan (LTP4) 2018-2031 which includes an objective to 'preserve the character and quality of the Hertfordshire environment' and 'make journeys and their impact safer and healthier', as well as its Emissions Reduction Policy 19.
- It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document, which is referenced within the current consultation version of the Local Plan.

If you have any queries, then please do not hesitate to contact me

Regards

Alan Stone