

NORTH HERTS COUNCIL
MEMORANDUM

To: PLANNING CONTROL AND CONSERVATION Henry Thomas	From: ENVIRONMENTAL HEALTH Alan Stone Ext 4108
	Date: 14 th April 2025
Our Ref: 6195/25	Your Ref: : 25/00457/PNQ
Subject: Prior Approval Class Q Agric to Dwelling: Change of use of agricultural buildings to ten (10) dwellinghouses with associated building operations, private gardens and car parking. Slip End Farm, Royston Road, Slip End, Baldock, Hertfordshire, SG7 6SG	

Comments:

Thank you for re-consulting Environmental Protection on this application.

The application is supported by a land contamination assessment and a noise impact assessment and I can respond as follows.

Noise:

The application is supported by a noise report which is an updated report than those submitted with previously approved applications 22/02888 and 22/02889 and 24/00754. The latest report concludes that standard double glazing and hit and miss trickle vents would suffice for these buildings but a fence would be required for certain garden areas. Given the proposals and the history, I am minded to agree to this. Please see the recommended condition below for your consideration.

Prior to first occupation of the dwellings hereby permitted, the noise mitigation scheme as set out in the submitted Spectrum Acoustics Ltd Report dated 7th February 2025 (Ref: RK3835/20441/Rev1) shall be installed in full. This scheme shall retained and maintained thereafter.

Reason: To protect the residential amenity of future residents.

Land Contamination:

The application is also supported by a phase 1 land contamination report. This report recommends that a phase 2 report is required. I agree with this conclusion and, therefore recommend the following conditions are placed on any decision notice should you be minded to grant approval.

No development approved by this permission shall take place until a Phase 2 investigation report, as recommended by the previously submitted Dice Environmental Ltd Ltd report dated 30th May 2023 (Ref: 101029), has been submitted to and approved in writing by the Local Planning Authority. Where found to be necessary by the phase 2 report a remediation strategy to deal with the risks associated with contamination of the site shall also be submitted to and approved in

writing by the Local Planning Authority. The remediation strategy shall include an options appraisal giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency action.

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

Prior to any permitted dwelling being occupied a validation report shall be submitted and approved in writing by the Local Planning Authority to demonstrate the effectiveness of any agreed Remediation Strategy. Any such validation shall include responses to any unexpected contamination discovered during works.

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

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