

NORTH HERTS COUNCIL

MEMORANDUM

To: PLANNING CONTROL AND CONSERVATION Naomi Reynard	From: ENVIRONMENTAL HEALTH Alan Stone Ext 4108
	Date: 7 th April 2026
Our Ref: 6552/26	Your : 25/03080/HYA Ref:
Subject: Hybrid Application: Hybrid application for a residential-led development comprising residential (Use Class C3), educational use (Use Class F1), a community hub (Use Class F2) with associated new internal roads, access, parking, cycling infrastructure, landscaping and other associated infrastructure. Full application comprises the construction of vehicle access and an active travel link via Mendip Way, with associated landscaping and drainage works. The outline application, for which all matters are reserved except means of access, comprises the erection of up to 640 dwellings (Use Class C3), a site for a primary school, further land reserved for educational use (Use Class F1), a site for a community hub (Use Class F2), with associated infrastructure. GA2, Land North-East Of Great Ashby, Stevenage, Hertfordshire	

Comments:

Thank you for consulting Environmental Protection on this application.

General:

I have no objections to the proposals but make the following comments. The application is supported by an outline a Construction Environmental Management Plan to deal with noise and air quality impacts (among other matters). I have looked at this outline document and it appears to be reasonably robust in this regard. However, a condition is recommended that a final version for approval be submitted prior to commencement of the development. submitted prior to commencement of development.

Noise:

The application is supported by a noise assessment which recommends rating levels for any future fixed plant machinery or equipment and noise from delivery and servicing noise secured via conditions. I have drafted some conditions below for your consideration but am happy to discuss these should you consider it necessary.

Noise levels from any fixed plant, machinery or equipment installed at any commercial or non-residential premises approved by this permission shall not exceed the limits as set out in table 12.15 of Chapter 12 of the Environmental Statement.

Prior to the first use of any non-residential premises a delivery and noise management plan shall be submitted in writing for approval to the local planning authority. Such a management plan shall identify measures to control noise emanating from the hereby

permitted non-residential facility. Any identified measures shall be implemented in accordance with the approved plan at all times.

No development shall take place until a scheme for protecting the existing dwellings on Grampian Place and Cromdale Walk adjacent to the new access road off Mendip Way from noise from road traffic has been submitted to and approved in writing by the local planning authority. Any approved scheme shall be implemented in accordance with the approved details prior to first occupation, and it shall be retained in accordance with those details thereafter.

Contaminated Land:

The application is supported by a phase 1 and limited phase 2 report on land contamination. In relation to contamination risk assessment it concludes that there are likely no sources of contamination that require remediation and that a watching brief during development for any signs of unexpected contamination.

I, therefore, recommend that the following condition is placed on any 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 BS10175:2011. 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 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 MEDIUM scale development and so the following conditions are recommended to ensure that appropriate local air quality mitigation is provided.

The application is supported by a draft travel plan. It is important that Hertfordshire County Council is consulted on this plan and that this is in accord with their travel plan guidance. I have no objections to the draft document but a full Travel Plan should be secured via a suitably worded condition.

EV Recharging Infrastructure Condition

Prior to occupation, each of the X proposed new dwellings shall incorporate an Electric Vehicle (EV) ready domestic charging point. EV charge points shall be allocated to any visitor parking on a ratio of 1 charge point per 10 visitor parking spaces.

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.

1) 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.

Regards
Alan Stone