

NORTH HERTS COUNCIL

MEMORANDUM

To: PLANNING CONTROL AND CONSERVATION Henry Thomas	From: ENVIRONMENTAL HEALTH Alan Stone Ext 4108
	Date: 21 st October 2025
Our Ref: 6409/25	Your : 25/02204/FP Ref:
Subject: Noise and other nuisances, AQ and CL Full Planning Permission: Redevelopment of site to provide 9 no. dwellings following demolition of existing buildings, to include access, parking, and landscaping. Unit 1, Deans Yard, South Road, Baldock, Hertfordshire, SG7 6BZ	

Comments:

Thank you for consulting Environmental Protection on this application.

I have reviewed the submitted information and can respond as follows:

Noise (and other nuisances):

The application is not supported by a noise assessment which we would require to ensure that noise impacts incident on any future occupiers is satisfactory. The noise assessment would need to cover any plant, machinery or equipment serving the existing commercial and residential premises adjacent to the site and the public house to the south-west. It should also consider the proposals as set out in an active consultation for a development to the petrol filling station 25/01514/FP and traffic noise incident upon the site, and any mitigation propose following the findings of any noise assessment. I believe that the noise assessment should be submitted 'up front' as this may inform any lay out considerations in relation to noise. At this stage I would raise an objection due to insufficient information.

Contaminated Land:

The application is supported by a phase 1 land contamination report. This report concludes that a phase 2 site investigation is required prior to the development commencing to fully establish whether any remediation will be required to render the site fit for the proposed use. I am satisfied with this conclusion and would recommend conditions to secure this and any further works in this regard.

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.

Regards
Alan Stone