

NORTH HERTS COUNCIL

MEMORANDUM

To: PLANNING CONTROL AND CONSERVATION Paul Chaston	From: ENVIRONMENTAL HEALTH Alan Stone Ext 4108
	Date: 5 th March 2026
Our Ref: 6536/26	Your : 25/03234/FP Ref:
Subject: Noise and other nuisances, AQ and CL Full Planning Permission: Creation of 50 no. one, two, three and four bedroom houses and apartments plus associated landscaping, open space, roads, drainage and other infrastructure. Land East Of Bedford Road And North Of The Priory School, Hitchin, Hertfordshire	

Comments:

Thank you for consulting Environmental Protection on this application. I can respond as follows.

General:

Given the location and scale of the development, I recommend that a Construction Environmental Management Plan is secured via a suitably worded condition to ensure that any impacts from the construction phase are mitigated. This includes measures to minimise noise and dust/air quality impacts including hours of construction, the air quality mitigation section of which should be in accordance with the measures highlighted in the air quality assessment.

Noise:

The application is supported by a noise assessment which concludes that mitigation measures will be required in relation to road traffic sources for some plots. This will comprise ventilation measures such that adequate ventilation is achieved without the need to open windows. To secure this mitigation, I recommend the following condition is placed on any decision notice should you be minded to grant approval.

No development shall take place until a scheme for protecting the proposed dwellings from noise has been submitted to and approved in writing by the local planning authority. None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details and it shall be retained in accordance with those details thereafter.

Reason: To safeguard the amenities of neighbouring residential occupiers.

The noise from the nearby sports pitch is also assessed. It concludes that the noise levels experienced by any new occupants will be mitigated by distance and be in accordance with the levels as recommended in the Sport England Artificial Grass Pitch (AGP) Acoustics

document as the proposed dwellings are greater than 40m distant from the pitch edge. The noise assessment is the same assessment as was submitted for the pre-app 25/02613/PRE2. My advice for this pre-app was that the sports pitch assessment was short and no time history was presented for the 2025 dataset. Given the assumptions in the report (i.e. the link to Sports England guidance document) I am not overly concerned but would like to see this data included. Can we obtain an updated noise report with this included (the time history for the noise survey on 9th September 2025)? I will then be able to finalise my comments.

Contaminated Land:

We would also expect to see information on land contamination. This would be in a phased investigation in accordance with BS10175:2026. For land contamination, pre-commencement conditions could be used to secure this information and any subsequent action.

Local Air Quality:

The application is supported by an air quality assessment. It concludes that the impact of the additional traffic generated by the development will be negligible and that no specific mitigation is required for the operational phase. It recommends mitigation during construction which I have addressed under 'General' above. Additionally, I advise of the following:

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 of the new dwellings 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