NORTH HERTFORDSHIRE DISTRICT COUNCIL
HOUSING AND PUBLIC PROTECTION
MEMORANDUM

To: Tom Rea – Planning Control	From: David Carr, Environmental Protection. Ext:4263
Copy to:	Date: 04/05/2018
Our Ref: PLAN/01591/18	Your Ref: 18/00900/FP
Subject: Millstone, Mill Lane, St Ippolyts, SG4 7NN	

Tom

Having reviewed the documents submitted with the planning application and having considered the the Environmental Protection and Housing Team (EP Team) records relating to this site I have the following comments and recommendation.

Land Contamination:
The information submitted and the limited information available within the EP Team files indicates a low likelihood of environmental risk from ground contamination. Additionally the recommendation that there is no requirement for a specific land contamination condition to be included on any planning permission is strengthened by the fact that there is no change in land use and the new properties are to be built on the footprint of the previous dwelling.

Local Air Quality / Sustainable Transport:
An approach to considering the impact of a development on air pollution and the potential mitigation of such is now in place in the form of the 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 minimum local air pollution mitigation is recommended. It is considered that the inclusion of the following condition is justified.

EV Recharging Infrastructure Condition
Prior to occupation, each dwelling shall incorporate on 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:

   Each 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).
- 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

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

- Paragraph 120 of the NPPF which refers to the effects (including cumulative effects) of pollution on health, the natural environment or general amenity.
- The aim of Section 4 'promoting sustainable development' of the NPPF, which includes in paragraph 35 'developments should be designed where practical to incorporate facilities for charging plug-in and other ultra low emission vehicles'.
- HCC Local Transport Plan (LTP3) 2011-2031 which includes an aim 'to reduce transport's own contribution to greenhouse gas emissions and improve its resilience'.
- 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.

Please let me know if you would like to discuss the above recommendations.

Regards
David Carr
Environmental Protection Officer