

NORTH HERTS COUNCIL
MEMORANDUM

To: PLANNING CONTROL AND CONSERVATION Tom Rea	From: ENVIRONMENTAL HEALTH Alan Stone Ext 4108
	Date: 11 th March 2025
Our Ref: 6169/25	Your : 25/00104/FP Ref:
Subject: Full Planning Permission: Residential development to provide 9 flats with associated vehicular parking and access via existing dropped kerb from King James Way with ancillary bike and refuse store. Land To The Rear Of Banyers Hotel, King James Way, Royston, Hertfordshire, SG8 7BZ	

Comments:

Thank you for consulting Environmental Protection on this application. I make the following comments

Contaminated Land:

The Environmental Protection and Housing Team have no objections to the proposed development in relation to land contamination. However, I 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.

Noise and other nuisances:

I note that on previous applications, including the pre-application advice reference 22/02311/PRE, no mention/objection of noise in relation to the Banyers Hotel PH which has is adjacent to this proposed development and has an external area to the rear. I would normally expect to see information on noise from commercial sources to ensure that adverse impacts are not experienced by any future occupiers. Can we obtain further information in this regard?

Additionally, given the location we would expect to see a Construction Environmental Management Plan to minimise the impacts of the development in the construction stage. We

could secure this via a suitably worded condition. I have drafted one below for your consideration.

Prior to the commencement of any development, a detailed construction management plan shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:

- a) The construction programme and phasing**
- b) Hours of operation, delivery and storage of construction materials**
- c) Control of dust relating to groundworks and subsequent construction**
- d) Details of consultation and complaint management with local businesses and neighbours during groundworks and construction phase**
- e) Management of associated waste generated during construction process**
- f) Mechanisms to deal with environmental impacts such as noise, air quality and artificial light used and arising from groundworks and associated construction methods.**

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 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, the new development shall incorporate Electric Vehicle (EV) ready domestic charging points on the following basis:

1 charging point per unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking)

The final provision and EV specification should be submitted to and agreed with the Council on the basis of a detailed proposal.

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