

NORTH HERTS COUNCIL
MEMORANDUM

To: PLANNING CONTROL AND CONSERVATION Tom Rea	From: ENVIRONMENTAL HEALTH Alan Stone Ext 4108
	Date: 20 th February 2025
Our Ref: 6160/25	Your : 25/00090/FP Ref:
Subject: Full Planning Permission: Change of Use and conversion of former White Horse PH to a mixed use comprising a single residential dwelling (Use Class C3), and micropub (Sui Generis). External annexe for garage and studio ancillary to the main dwelling. Demolition of the existing rear shed, lean-to, and rear portions of the property. Structural works, replacement floors walls, subdivision and replacement of the main roof and existing windows, internal alterations, servicing, and rear extensions to facilitate these changes. 22 High Street, Kimpton, Hitchin, Hertfordshire, SG4 8RJ	

Comments:

Thank you for re-consulting Environmental Protection on this application. This appears to be a similar scheme to the previously submitted (and refused) application 21/01018/FP. I make the following comments, which are broadly in accordance with those made on the previous application.

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:

There is no information relating to sound insulation between the micropub and residential use. Whilst the current applicant may also be the owner of the micropub, this may not always be the case. I, therefore, recommend a condition to protect the future residents of the dwelling.

Prior to commencement of development, a scheme of sound insulation between the dwelling and Sui Generis use shall be submitted for approval to the Local Planning Authority. Any installed approved scheme shall be retained and maintained thereafter.

I can see no hours of operation for the micropub in the documentation, including the application form although the box for hours of operation being relevant is ticked. I, therefore, recommend the following condition restricting the hours of operation, but this could be dealt with via any Premises License.

The Sui Generis class use hereby permitted shall only be permitted to open for the following hours:- Monday to Friday 8.00hrs to 23.00hrs, Saturday 8.00hrs to 00.00hrs and Sundays/ Bank Holidays 8.00hrs to 22.30hrs.

Reason: to protect residential amenity of existing and future residents.

The application includes a kitchen area for which an extract system is to be installed although the application states that food offering will be minimal and it will be wet sales led. There is no information on this that I can see in the application documentation. We could perhaps condition this aspect but, ideally, we would know 'up front' such that an informed decision can be made.

Additionally, on the plans there appears to be some kind of air conditioning unit proposed. However, I can see no information in relation to this unit. Can we obtain this information?

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 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.

If you have any queries, then please do not hesitate to contact me.

Regards
Alan Stone