

<u>Location:</u>	<b>Land Adjacent To 9 North End Kelshall Hertfordshire</b>
<u>Applicant:</u>	<b>Mr Peter Lapham</b>
<u>Proposal:</u>	<b>Outline application for a single dwelling with new vehicular access onto North End (appearance, landscaping and layout reserved)(as amended by plans received on 31 March 2021).</b>
<u>Ref. No:</u>	20/02292/OP
<u>Officer:</u>	<b>Tom Rea</b>

**Date of expiry of statutory period :** 15.12.2020

**Reason for referral to committee:** Council is applicant.

**1.0 Site History**

1.1 None

**2.0 Policies**

2.1 **NPPF (2021):** Generally, and specifically 12. Achieving well designed places; 5. Delivering a sufficient supply of homes; 15. Conserving and enhancing the natural environment. 16 Conserving and enhancing the historic environment.

**2.2 North Hertfordshire District Local Plan No. 2 with Alterations 1996 (Saved) :**

Policy 6 – Rural Areas beyond the Green Belt

Policy 55 – Car Parking

Policy 57 – Residential Guidelines and Standards

**2.3 North Hertfordshire District Local Plan 2011-2031 Emerging Local Plan and Proposals Map:**

Policy SP1 Sustainable Development in North Hertfordshire

Policy SP2 Settlement Hierarchy

Policy SP5 Countryside and Green Belt

Policy SP8 Housing

Policy SP9 Design and Sustainability

Policy SP11 Natural Resources and Sustainability

Policy SP12 Green Infrastructure, Biodiversity and Landscape

Policy CGB1 Rural Areas beyond the Green Belt

Policy T2 Parking

Policy HS5 Accessible and Adaptable Housing

Policy D1 Sustainable Design

Policy D4 Air Quality

Policy NE1 Landscape

Policy NE7 Reducing Flood Risk

Policy NE9 Water Quality and Environment

Policy NE10 Water Framework Directive and Wastewater Infrastructure

Policy HE4 Archaeology

2.4 Two supplementary planning documents are applicable. These are Design and Vehicle Parking Provision at New Developments.

### 3.0 **Representations**

3.1 **Kelshall Parish Meeting** – No response

3.2 **Local Residents** – A number of representations have been received by local residents and are mixed in terms of the views expressed – both for and against development on the site. I have summarised the range of points raised below:

- Concerns that approving this application will set a precedent in the village
- Ruin character of the village
- Put pressure on services
- Concerns about the Council granting permission to itself
- Kelshall is a 'closed' village
- No impact on Council's housing deficit
- Loss of trees
- Expansion of village into countryside

#### Support/Comment

- This is an infill plot which will not harm the character of the village
- Unreasonable that Kelshall does not contribute to the requirement for housing
- Opportunity should be taken to increase biodiversity such as bird boxes built in.
- Should be affordable

3.3 **Highway Authority** – There are no significant highway issues as a result of this proposal therefore Hertfordshire County Council as Highway Authority would not want to restrict the grant of planning permission on highway grounds subject to the inclusion above planning conditions and highway informative.

3.4 **Environmental Protection** – (Air quality) Recommend the imposition of an EV charging condition and informative.

3.5 **Environmental Protection** (Contaminated Land) – Standard condition.

3.6 **Herts Archaeology Service** – No objection subject to evaluation conditions.

#### 4.0 **Planning Considerations**

##### 4.1 **Site and Surroundings**

4.1.1 The application site comprises an enclosed area of maintained garden land associated with No 9 North End, a property which is one of a group of 4 semi detached dwellings at the northern end of the village travelling towards Therfield.

##### 4.2 **Proposal**

4.2.1 The application is made in outline for a single dwelling of bespoke 'eco' design (indicative). The application is submitted with access and scale included for consideration in detail at this stage. Information pertaining to landscaping, layout, and appearance has however been provided for indicative purposes. This reserved detail would be the subject of a separate 'reserved matters' planning application should permission in outline be granted.

4.2.2 The access is shown at the southern side of the site directly onto North End which has been amended following a Traffic Survey and to overcome highway objections in regards to visibility splays.

##### 4.3 **Key Issues**

4.3.1 The key issues in this case are, for ease of navigation, discussed under the following headings:

- Policy and principles
- Design, landscaping and visual impacts
- Highways and access

- Social Sustainability
- Heritage issues (archaeology)
- Ecology
- Other matters
- Planning balance

For each substantive area of discussion, a summary is provided highlighting the central themes and, where appropriate, their assessed importance in the planning balance.

### **Policy and principles**

4.3.2 The application site has not been identified in the emerging local plan (ELP) as a housing site and currently lies within an area designated as rural area beyond the green belt subject to Saved Policy 6 of the Saved Local Plan (SLP) 2007. This noted, the ELP proposes that Kelshall become a Cat B settlement (Policy SP2 – Settlement Hierarchy) in which infill development which does not extend the built core of the village will be supported as a matter of principle (see ‘Design, Landscape and Visual Impacts’ below). Paragraph 48 of the NPPF advises that the emerging plan can be afforded weight according to:

**a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);**

**b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and**

**c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)**

With regards criterion a), the plan is well advanced with the completion of the EiP Hearings and consultation on additional modifications. Only two stages remain, receipt of the Inspector’s report following conclusion of the Hearings and anticipated adoption of the Plan in Autumn 2021. In terms of b) above, there has been very little discussion / objection / debate about the lower tiers of the settlement hierarchy (categories other than ‘A’). To date there has been no suggestion or request from the ELP Inspector that any of the Category B settlements should be looked at again for promotion or demotion. Following discussion with the Policy Team I would conclude that weight at the upper end of moderate can be attributed to Policy SP2 in relation to Kelshall.

4.3.3 The Authority accepts that it cannot currently demonstrate a 5-year supply of housing land and that its SLP policies are out of date for the purposes of para 11 d) of the NPPF. Accordingly, the Authority should apply the provisions of paragraph 11(d)(ii). This requires the decision maker to apply a ‘tilted’ balance and grant planning permission “unless any adverse impact would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as whole” (the presumption in favour of sustainable development).

- 4.3.4 Setting aside whether the assessment of this proposal, against policy and other material considerations, is calibrated using a tilted balance or on the basis of a neutral (or non-tilted) test of harm vs benefit, it would be useful at this juncture to broadly scope the nature of both benefits and harm. Social, benefits would be derived from the delivery of new homes and the associated economic benefits of this delivery. A grant of permission would contribute to boosting housing supply in line with the Framework and assist in addressing the Council's substantial housing supply deficit. There may also be some minor environmental benefit in 'improving' the application site, principally by removing the extensive concrete hardstanding.
- 4.3.5 Potential harm includes adverse environmental (visual) street scene and character impacts arising from the introduction of residential development in this location. Further, the social and environmental impact of the proposal on the reasonable living conditions of the immediate neighbour at No 9 must be considered. There is also potential harm (sustainability) associated with the site's relatively isolated location and the ability of future inhabitants to access services and facilities, including the local school. This could amount to both environmental and social harm in the planning balance. Any development in this location, with its associated level of traffic generation, may also give rise to adverse highway conditions, including for pedestrians, and this would amount to both environmental and social harm in the planning balance.

### **Summary**

- 4.3.6 **The application site currently lies within the Rural Area Beyond the Green Belt in the SLP and is subject to the provisions of Policy 6. This acknowledged, the settlement of Kelshall has be categorised as a Category 'B' settlement in the ELP under Policy SP2 and this allows for infill provided that the proposal does not give rise to the outward expansion of the settlement beyond the built core. Weight at the upper end of moderate may be attributed to this policy for Kelshall given the progress of the ELP. The Council cannot currently demonstrate a 5-year supply of housing land and the provision of a dwelling must be seen as a benefit in the planning balance.**

### **Design, landscape and visual impacts**

- 4.3.7 The application site currently appears as garden associated with No 9 North End. The application proposes a building which, in scale, is redolent of a small agricultural building. The applicant's DAS demonstrates that a structure of this scale and form would not be out of kilter with the adjacent host at No 9. While appearance is a reserved matter, the DAS offers a significant level of detail as to how a proposal might be executed. The applicant explains a considered scheme which picks up on local farming architectural flavour as follows:

***"In addition to planned model farms and agricultural settlements, the industrial revolution introduced construction systems and building forms. Machine-made brick was commonly used in the inter-war period. This was in combination with metal roofs, features such as windows, patent glazing enlarged space standards***

***and concrete floors which emerged as a result of changing hygiene standards led to larger shallower roof spans. Multifunctional sheds and their associated hard standings for vehicles and moving stock, widely introduced in the 1950s, are a vital feature of the modern farming industry.”***

The architect's well observed assessment of the sort of utilitarian architectural forms which are familiar in a working countryside, feed into a design better suited to the specification of energy efficient measures. The other advantage of this approach in my view is that it would encourage an innovative and imaginative solution other than what might be an anonymous residential building which does little to reinforce sense of place in a settlement rooted historically in agriculture. Despite scale and access being the only matters for detailed consideration at this stage, the detailed indicative approach set out in this submission would allow the authority to more closely control appearance and layout at the reserved matters stage and better ensure good design as required by paragraph 130 of the NPPF

***130. Planning policies and decisions should ensure that developments:***

***a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;***

***b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;***

***c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);***

***d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;***

***e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and***

***f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>49</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.***

4.3.8 Turning now to the ELP and the identified status of Kelshall as Cat B settlement within which the Council will be broadly supportive of 'infill' development. Infill is variously defined as the development of a gap in an otherwise built up frontage. However, the Policy SP2 of the ELP is drafted in a more flexible way, characterising infill as development as follows:

***“Infilling development which does not extend the built core of the village will be allowed in the Category B villages...”***

The application site does enjoy a frontage onto the highway but is not bounded to the south by another building or dwelling (No 9 being to the north of the proposed dwelling). This said the development of the site would not in my view result in the outward expansion of built core of Kelshall. Moreover, the land in question is undoubtedly domestic in appearance being an extension of the garden of No 9 (while not in the ownership of this property). In these circumstances, I am minded to conclude that the site does meet the broad criteria for development in a Cat B settlement as set out in Policy SP2.

- 4.3.9 Many of the representations received in opposition to this proposal cite a concern about precedent. While these concerns are duly noted, the ELP categorisation of Kelshall as a Cat B settlement will inevitably invite further applications for housing development as part of a planned approach to increasing housing supply in smaller settlements. The issue is not that more development will be encouraged in the village, rather that it will be delivered in a measured, appropriate and sensitive manner. It is these latter considerations which are pertinent to a determination in this case depending on the weight which can be attributed to this emerging policy shift (see Planning Balance below and 4.3.2 above).

### **Summary**

- 4.3.10 **The presented scheme for a single dwelling of an indicated agrarian form, designed to make optimum use of renewable resources on what is currently garden land, would not in my view be at odds with the spirit of Policy SP2 (in categorising Kelshall as a Cat B settlement). Further, the proposal has the potential to improve the character of the area as required by the NPPF and comply with Policies 57 of the SLP and D1 of the ELP.**

### **Highways and access**

- 4.3.11 There is no technical objection from the Highway Authority in respect of a new vehicular access onto North End following the amended location..

### **Social Sustainability**

- 4.3.12 The NPPF is clear that sustainability is the central and guiding aim of the planning system – the ‘golden thread’. In overview, sustainability issues may be considered as falling into three overlapping categories, namely the economic, the social and the environmental. All of the issues discussed in this report under discrete headings locate into one of these categories and all are a measure of a proposal’s ‘sustainability’ - on their own and in combination. This acknowledged, this section of the report will consider the matter of social sustainability or the degree to which the proposal can be said to adequately support the residents it will house by reason of its social connection with the community to which it will relate.
- 4.3.13 Kelshall has no services or facilities other than a church and village hall. There is no convenient bus service, post office or convenience store - the nearest food shopping being Royston. It is, for all relative purposes, an isolated settlement. There are now a

significant number of appeal decisions in the District which highlight the view that new residential development in locations which would necessitate the use of private transport, in order to access essential facilities and services, would be at odds with the NPPF in its aim to promote sustainable patterns of development. This said, the ELP is now a more weighty material consideration and its identification of Kelshall as a Cat B settlement going forward, capable of taking limited and appropriately located and designed development, reduces the hitherto identified conflict with the aims of the NPPF in this regard, proportional to the progress of the Plan (see 4.3.2 above).

### **Heritage issues**

- 4.3.14 The application site lies within an archaeological area and the Archaeological Service (HCC) consider that its relatively undisturbed nature offers the prospect of finding archaeological remains. Accordingly, they have recommended the imposition of three archaeological conditions (see recommendation).

### **Ecology**

- 4.3.15 The site is currently largely down to lawn and the application is outline in form (all matters save access reserved). In considering the principle of development on such a site I am of the view that there is no need to require the applicant to survey the site for ecology up front. However, I would recommend that any landscaping scheme, which necessarily accompanies a reserved matters application, does include a baseline biodiversity assessment and clearly demonstrates how the proposal would affect a net gain (biodiversity net gain assessment) through new and sustainable habitat creation, including in the new dwelling itself (swift and bat accommodation for example).

### **Other matters**

- 4.3.16 The Council's Environmental Protection Team has recommended conditions requiring the provision of electric vehicle charging (this would be more appropriately imposed at the reserved matters stage) and the notification of any onsite contamination.

### **Planning Balance**

- 4.3.17 The NPPF at paragraph 11 advises on the relevant calibration for a planning balance where a local authority is unable to demonstrate a 5 year supply of housing land: For decision-taking this means:

***c) approving development proposals that accord with an up-to-date development plan without delay; or***

***d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date<sup>7</sup>, granting permission unless:***

***i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed<sup>6</sup>; or***



***ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.***

4.3.18 The Council is not currently in a position where it can demonstrate a 5 years supply of housing land and in these circumstances the tilted balance is normally engaged, unless the development impacts negatively on areas or assets of particular importance (Conservation areas, listed buildings Green Belt etc) such that provides a 'clear reason' to refuse planning permission (thereby disabling the tilted balance set out at ii) above).

4.3.19 Given the carefully considered design code advanced for a building (an approach which can be secured by condition of approval) , I conclude that the proposal would not occasion harm to its setting or any assets of particular importance such that would warrant a refusal of planning permission. Accordingly, the tilted balance set out I paragraph 11 ii) above is engaged.

4.3.20 The settlement of Kelshall is identified in the ELP as a Cat B village within which appropriate 'infill' development will be supported. The advanced status of the ELP reduces the social and environmental harm, in terms of access to services and facilities, previously identified by appeal inspectors. Consequently, in order to warrant a refusal of planning permission this harm, along with any other harm, must significantly and demonstrably outweigh the benefits of the development in the planning balance.

#### **4.4 Conclusion**

4.4.1 The proposal would deliver an additional dwelling in the village of Kelshall. The indicative design adequately demonstrates that a new dwelling would not give rise to any materially adverse impacts on its neighbours, setting or the street scene and would reinforce sense of place. In location terms, the occupiers of the new property would rely heavily on private transport to access essential services and facilities and this is social and environmental harm in the planning balance. However, this harm is substantially attenuated by the identification of Kelshall as Cat B settlement in the ELP. In summary then, it is my view that the identified harm would not, in sum, significantly and demonstrably outweigh the modest benefit of delivering an additional dwelling in the village.

4.4.2 In addition to standard conditions and those relating to contamination, archaeology and electric vehicle charging facilities, I would recommend the imposition of a condition which secures a net gain in biodiversity on the site. Further, I would recommend an informative which secures the delivery of a high-quality reserved matters scheme very similar to that indicated in the submitted Design and Access Statement.

#### **4.5 Alternative Options**

4.5.1 None applicable

#### **4.6 Pre-Commencement Conditions**

4.6.1 Applicant agrees.

## 4.7 Climate Change

- 4.7.1 In terms of future proofing the development with regard to climate change the development will incorporate an Electric Vehicle charging point and the size of the plot can facilitate the inclusion of low and zero carbon technologies such as ground source heat pumps. The applicant proposes a 'fabric first' approach to construction of the dwelling with high levels of insulation and energy efficient measures to exceed current building regulations requirements.

## 5.0 Recommendation

- 5.1 That planning permission be GRANTED subject to the following conditions:

1. Before the development hereby permitted is commenced, approval of the details of the siting, design and external appearance of the development, and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 as amended.

2. Prior to occupation, any 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.

3. No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:
  1. The programme and methodology of site investigation and recording
  2. The programme and methodology of site investigation and recording as suggested by the archaeological evaluation
  3. The programme for post investigation assessment
  4. Provision to be made for analysis of the site investigation and recording
  5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
  6. Provision to be made for archive deposition of the analysis and records of the site investigation
  7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

Reason: To safeguard the archaeological record

4. The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition (3)

Reason: To safeguard the archaeological record

5. The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (3) and the provision made for analysis and publication where appropriate.

Reason: To safeguard the archaeological record.

6. Any suspected contamination encountered during the development of this site, shall be brought to the attention of the Local Planning Authority as soon as practically possible; in such a case, a scheme to render this contamination harmless, shall be submitted to, and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site.

Reason: To ensure that any contamination affecting the site is dealt with in a manner that safeguards human health, the built and natural environment and controlled waters.

7. Details of landscaping, submitted at the reserved matters stage, shall include a baseline biodiversity assessment for the site. The reserved matters proposal shall demonstrate a biodiversity net gain against this baseline, including by the specification of building adaptations such as swift boxes and bat lofts.

Reason: To enhance onsite biodiversity as required by local and national planning policy

8. Before the access is first brought into use vehicle to vehicle visibility splays of 2.4 metres by 48 metres in the southerly direction and 2.4 metres by 41 metres in the northerly direction, shall be provided and permanently maintained. Within which there shall be no obstruction to visibility between 600 mm and 2.0 metres above the carriageway level. These measurements shall be taken from the intersection of the centre line of the permitted access with the edge of the carriageway of the highway respectively into the application site and from the intersection point along the edge of the carriageway.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan.

9. Prior to the first occupation of the development hereby permitted the main vehicular access shall be provided 3.3 metres wide and thereafter the access shall be retained at the positions shown on the approved Site Plan Number 087-010 Rev C. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan.

10. The gradient of the vehicular accesses shall not exceed 1:20 for the first 5.50 metres into the site as measured from the near channel edge of the adjacent carriageway.

Reason: To ensure construction of a satisfactory access and in the interests of

highway safety and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan

11. The access shall be constructed in a hard surfacing material for the first 6 metres from the edge of the carriageway.

Reason: To prevent loose material from passing onto the public highway which may be detrimental to highway safety and to ensure the construction of a satisfactory access and in the interests of highway safety and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan

12. The development hereby permitted shall not be occupied until a properly consolidated and surfaced turning space for vehicles has been provided. The turning space thereafter should be free from obstruction and available for use at all times.

Reason: To ensure vehicles may enter and leave the site in forward gear and ensure construction of a satisfactory access and in the interests of highway safety and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan.

13. Any gates provided to the vehicular access shall be set back a minimum of 5.50 metres from the edge of carriageway and shall open inwards to the site.

Reason: To allow a vehicle to wait clear of the carriageway while the gates are being opened and closed and to ensure construction of a satisfactory access and in the interests of highway safety and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan.

14. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority.

Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.

The Construction Management Plan of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading /unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted

showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan

**Proactive Statement:**

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Informative/s:**

1. EV 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)

- o 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.

- o 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).

- o 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.

- o 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>

Design Informative

2. HIGHWAY INFORMATIVE

HCC recommends inclusion of the following highway informative to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

Construction standards for works within the highway: All works to be undertaken on the adjoining highway shall be constructed to the satisfaction and specification of the Highway Authority, by an approved contractor, and in accordance with Hertfordshire County Council's publication "Roads in Hertfordshire - Highway Design Guide (2011)". Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website;

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

or by telephoning 0300 1234047.