

Location: **The New Barn
Great North Road
Radwell
Baldock
Hertfordshire
SG7 5EN**

Applicant: **Mr Martin Carey**

Proposal: **Use of site for open storage (use class - B8 (storage and distribution)) including installation of hardstanding, associated landscaping and infrastructure.**

Ref. No: 21/03160/FP

Officer: **Anne McDonald**

Date of expiry of statutory period : 08.02.2022

Plan numbers

- CLL-CP-001- SK02 – existing site layout;
- CLL-CP-001-SK03 – proposed site layout;
- CLL-CP-001-SK01 – boundary wall plan;
- CLL-CP-001-SK04 – existing shed;
- CLL-CP-001-SK05 – existing offices building;
- CLL-CP-001-SK06 – proposed fence details;
- CLL-CP-001-SK07 – fence section detail;
- CLL-CP-001-SK08 – proposed fence;
- CLL-CP-001-SK09 – hardstanding plan;
- CLL-CP-001-SK10 – fencing details 01;
- CLL-CP-001-SK11 – fencing details 02;
- E20834-TLP-400 – planting plan.

Supporting documents

- Planning Statement;
- Heritage Statement;
- Transport Statement;
- Contaminated Land Desk Study Report;
- Planting Schedule;
- Flood Risk Assessment;
- Archaeological Impact Statement;
- Contaminated Land Desk Study Report;
- Preliminary Ecological Appraisal;
- Bat Survey Report;
- Additional Drainage Information.

1.0 Policies

1.1 The relevant policies in this instance are:

Saved Local Plan 1996:

- Policy 6 – Rural Areas Beyond the Green Belt;
- Policy 16 – Areas of Archaeological Significance and other Archaeological Areas;
- Policy 25 – Re-use of Rural Buildings;
- Policy 36 – Employment Provision;
- Policy 55 – Car Parking Standards.

Submission Local Plan 2011 – 2031:

- Policy SP1 – Sustainable Development;
- Policy SP3 – Employment;
- Policy SP6 – Sustainable Transport;
- Policy ETC2 – Employment development outside of Employment Areas and employment allocations BA10 and RY9;
- Policy CGB1 – Rural Areas beyond the Green Belt
- Policy CGB4 – Existing buildings in the Rural Area Behind the Green Belt;
- Policy T7 – Assessment of transport matters;
- Policy T2 – Parking;
- Policy D1 – Sustainable Design;
- Policy NE1 – Landscape;
- Policy NE8 – Sustainable Drainage Systems.

National Planning policy Framework:

- Section 6 – Building a strong, competitive economy.

1.2 In addition consideration will be given to the SPD Vehicle Parking Provision for New Developments.

2.0 **Site History**

2.1 There is a moderate planning history for the site. The site was first used intensively by Radwell Animal Feed in 1996 with applications to change the use of the land to industrial uses, a waste transfer site and then in more recent years, application ref. no. 16/02937/1 for the erection of a building to be used for the storage of rolls of artificial grass. Pre-application submission 20/00504/PRE was submitted seeking a view on this proposal to change the use of the site to a builders storage yard. This raised concerns regarding landscaping and the extent of the hardstanding which has been addressed in this application.

3.0 **Representations**

3.1 **HCC Ecology** – no ecological constraints to the principle of this development and recommend no objection subject to conditions and informatives.

3.2 **HCC LLFA** – the LLFA is currently unable to respond to any new planning consultations and we recommend that any new development site follows the LLFAs policies on SuDS.

3.3 **HCC Highways** – no objection subject to conditions.

3.4 **NHC Environmental Protection** – no objection subject to conditions regarding a Travel Plan, EV parking, cycle parking and a Construction Management Plan. A land

contamination condition is not considered to be necessary in this instance as there is considered to be a low likelihood of environmental risk from ground contamination.

3.5 The application has been advertised with site and press notices. No third party replies have been received in response to this application.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site is a roughly tri-angular shaped area of land lying to the east of the A1M southbound carriage, south of the spur road link to the Baldock Services and west of the Great North Road and as a result has an island position surrounded by the road network. The site area is 23120.00 sqm (2.32 ha). The existing vehicle access is on its southern boundary linking onto the Great North Road. The site has existing landscaping around it and contains two buildings with hardstanding around the buildings with the rest of the land being open. The surface of the open area is rough with sections of hardcore and rough grass.

4.2 **Proposal**

4.2.1 This application is seeking the change of use of the land to a builder's yard. The existing buildings on the site are to be retained and re-used with a widened access point, in the same location on the site, with new gates and new fencing around the site. The landscaping belt it to be increased in width and extensively planted.

4.2.2 The application is being presented to Planning Control Committee for determination due to the size of the application site.

4.2.3 In support of the application a Planning Statement, Heritage Statement, Flood Risk Assessment, Transport Statement, Contaminated Land Desk Study Report, Preliminary Ecological Appraisal, Bat Survey and Planting Schedule have all been submitted. All these documents can be viewed in full on the Council's website. Key points include:

Planning Statement:

1. The applicant Carey London Ltd is a construction company currently based south of St Albans, supporting the construction industry in the South East.
2. It is a significant contributor to the local economy through local jobs at its current premises, and on construction sites across the South East.
3. The Applicant currently operates from a 0.5ha site north of the M25, approximately 3 miles south of St Albans.
4. The Applicant has outgrown its current premises and requires a site with good vehicular access to the highways network.
5. The Site is elevated from surrounding highways, which is understood to be as a result of the excavations that took place during the construction of the surrounding highways, in particular the A1 to the west. As a result of this elevated position, the Site cannot be viewed from the surrounding highways, or the surrounding area. The Site is further screened by mature trees outside of the Site boundary.
6. The current lawful use of the Site comprises elements of B8 'Storage and Distribution', F2(c) 'Areas of places for outdoor sport and recreation' and 'waste' Sui Generis. However, the majority of the Site is vacant, with the F2(c) and Sui Generis uses ceasing some time ago.
7. The substantial highways infrastructure has resulted in the Site being disconnected to the wider rural character, both in appearance and use.

8. The Site has had a piecemeal approach to development. Whilst the existing business on the Site operates from a small building and an area of managed covered and open hardstanding, the remainder of the Site is unmanaged and has substantial amounts of debris from previous uses.
9. The Site is identified within local planning policy as being located within the 'Rural Area beyond the Green Belt'. However, as a result of its previous uses, it is not considered to be a 'traditional' piece of rural land.
10. The Site is also identified as being located within Flood Zone 1, which indicates a low risk of flooding;
11. The proposed development will result in the retention of the existing buildings on the Site and the provision of 21,350sqm open hard standing for use as open storage of building materials and equipment.
12. Materials or equipment will not be stored at higher than 3m in height and this is consistent with how the Applicant operates their current premises.
13. There will be up to 30 FTE staff at one time on site with an average of 24 staff on site at any time.
14. The Hertfordshire Local Enterprise Partnership's COVID Recovery Plan identifies strategic measures which could be progressed to ensure that the damage caused by the pandemic to the local economy is minimised and that businesses can continue to grow. The Document makes clear that Hertfordshire has a significant construction and civil engineering sector which should be supported and forms part of the foundation for sustained future growth with the report stating, "Hertfordshire's construction sector will also be critical in driving forward recovery and longer-term growth".
15. Carey London Limited is a significant part of the UK Construction Industry, acting as delivery partners for multinational property developers to smaller independent developers. Carey London Limited offer have now outgrown their existing site and in order to continue to meet this demand they require additional space. This increased space is vital to their operations and their role in the delivery of much needed new homes and commercial development throughout the UK generally, but even more so in light of the current economic position the UK finds itself in as we deal with the COVID-19 pandemic and the fallout of its impacts.
16. The Hertfordshire Local Enterprise COVID Recovery Plan makes clear that Hertfordshire has a significant construction and civil engineering sector which should be supported and forms part of the foundation for sustained future growth with the report stating, "Hertfordshire's construction sector will also be critical in driving forward recovery and longer-term growth".
17. Growth of businesses within the District are supported by the Council within their emerging Local Plan and the NPPF and the opportunity that this development would provide, on an underutilised Site, which is not considered to contribute to the rural character of the wider area should be supported.

Transport Statement

1. It is proposed to formalise the existing access into the site with a 5.5m carriageway provided into the site to allow two-way passing of vehicles accessing and egressing the site and to conform with the Roads In Hertfordshire Design Guide.
2. A turning area and parking facilities are also provided within the site.
3. Between 5-10 HGV vehicle movements are expected to be generated at the proposed development each day.
4. Given the small number of trips expected to be generated through the pre-application process with HCC it was confirmed that no off-site junction modelling would be required.

Bat Survey Report

1. The emergence/re-entry surveys undertaken confirmed presence of bats roosting on the southern and western elevation of the warehouse.
2. The surveys confirmed presence of three roost locations in use by at least three common pipistrelle (*Pipistrellus pipistrellus*) and one soprano pipistrelle (*P. pygmaeus*) bats.
3. The roosts at site are therefore most likely to be summer day roosts used by a small number of individuals. It is understood that the large warehouse is to be retained and will not have any modifications.
4. The only potential direct disturbance to these locations would be as a consequence of changes to artificial light levels associated with the development. Therefore, a sensitive lighting scheme is recommended including a lighting schedule for the lighting which the applicant has agreed to adhere to. The lighting schedule is to ensure external lighting is switched off before sunset during the season when bats are active.
5. The hedgerows and treelined perimeters provide linear features for commuting and are to be retained. Proposals include plans for hedgerow planting to include a diverse mix of native species which should attract invertebrate prey and provide some compensatory habitat for bats for the loss of the site clearance area.
6. Enhancement recommendations have been made in the form of installing integrated bat boxes on to the new building on site to provide further bat roosting opportunities at the site.
7. Assuming these measures are implemented then no significant impacts upon bats are predicted.

Archaeological Impact Assessment

1. The combined information from the available data sources and site inspection indicate that the site is an artificial island of redeposited materials the surface of which lies up to 3—4m above the pre—motorway construction ground level.
2. Any potentially surviving remains are likely to have been either removed or sealed during the construction of the motorway junction and the remodelling of the former road layout.
3. Should sub—surface archaeological remains survive in situ beneath the Site 'island' they may be located up to c.4m below the current surface level within the Site boundary. Data held by the Herefordshire HER indicates that any sub—surface archaeological remains, should they survive, are unlikely to be of sufficient Heritage Significance that any intervention would result in substantial harm.
4. No impact on any surviving ground surfaces are anticipated. Any surviving remains, if present, are likely to remain preserved in situ beneath the artificial 'island' upon which the site is located.
5. On the basis of the evidence provided in this document it is concluded that no impact will occur to any sub—surface archaeological remains which may survive within the site boundary as a result of the proposed development.

4.3 **Key Issues**

Principle

- 4.3.1 Various policies contained both within the existing and emerging Local Plan seek to support employment development where there would be no harm to the locality. Saved Policy 25 states that the re-use of rural buildings for commercial, industrial or recreational purposes will be permitted provide that “*c) the new use will not have an adverse effect on the environment or on highway safety*”. Saved Policy 36 states that the Council will permit proposal for development and redevelopment to meet the needs of the available labour supply and changes in the local economy “*ii) elsewhere which is appropriate in land use, highway, settlement character and amenity terms*”.

- 4.3.2 Emerging Policy ETC2 states that planning permission for employment uses outside of employment areas will be granted provided that the proposal is:
- i. Within a defined settlement boundary or the built core of a Category B village;
 - ii. For small scale office or other email employment development; and
 - iii. Is appropriate to the location in terms of size, scale, function, catchment area and / or historic and architectural character.
- 4.3.3 Emerging Policy CGB4 states that planning permission for the re-use of buildings in the Rural Area beyond the Green Belt will be granted provided that:
- a) Any existing building to be converted for re-use does not require major extension or reconstruction;
 - b) The resulting buildings do not have a materially greater impact on the opens, purposes or general policy aims of the Rural Area beyond he Green Blet ha the original building(s); and
 - c) Any outbuildings are sited as close as possible to the main buildings and visually subordinate to them.
- 4.3.4 While emerging Policy D1 states that planning permission will be granted provided that development proposals respond positively to the site's local context and amongst other criteria also use SUDs, retain existing vegetation and propose appropriate new planting.
- 4.3.5 This proposal is seeking to re-use the two existing buildings on the site, which are of sound construction and do not require any degree of works which is compliant with the above policies. The majority of the rest of the area is to be covered in a concrete apron to allow the storage of building materials. However, it should be noted that due to the site's past uses, the area to be concreted is not currently pristine undeveloped land. It is land that in some sections already has hardstanding and in others has a significant amount of hardcore, rubble and other material on it. In my view, whilst the concrete apron area is extensive, it is not out of context with the existing situation on site.
- 4.3.6 It is noted that the proposal is not in accordance with all of the criteria set out above for emerging Policies ETC2 and CGB4. However, given that the proposal is to re-use an existing mixed use part industrial and part Sui-Generis land use site, where no additional development other than resurfacing, an enhanced access and new gates and fences (discussed below) is required, it is considered that the proposal is in accordance with the spirit of these policies. The proposal is appropriate to the location and will not have a materially greater impact on the locality than the existing situation, given the planning history and the historic trips generated with the site's use. I therefore do not consider that it would be appropriate to refuse this application for the strict non full compliance of the above policies for this reason. On this basis no objection is raised to the principle of this proposal.

Landscaping and wildlife

- 4.3.7 A significantly enhanced landscaping belt is proposed along the road boundary sides of the site. This is to partly off set in the increase in the hardstanding area, and also to provide for an enhanced foraging area for bats with the removal of the rough scrub area from the site. This enhanced planted belt of trees will also have the benefit of having an attractive appearance in the locality and will effectively screen the site in views, although due to the land topography, the site is already well screened in the locality.

- 4.3.8 The conditions regarding bat boxes and lighting restrictions as set out in the Bat Survey Report are recommended. As a result, there proposal does not represent harm to wildlife.

Parking and transport

- 4.3.9 The Council's parking SPD Vehicle Parking at New Developments sets out that B8 wholesale distribution, builders merchants and storage, 1 space per 75 sqm of gross floor area is to be provided plus 1 space per 500 sqm for staff plus 1 space per 1000 sqm for visitors. This would be a parking requirement of 377 spaces. This number of spaces is grossly in excess of what the company requires, given they are to use the space for the storage of building supplies, not to form a large surface level car park. The application sets out that there is likely to be 24 staff on site at any one time. There is the ability for staff to parking adjacent to the office building, and this is considered acceptable for this use. The non compliance with the parking standards is supported for this operator in this instance and no objection is raised on the basis of emerging Policy T2. A condition is recommended to ensure EV parking provision.
- 4.3.10 The Transport Statement sets out that a maximum of 10 HGV movements are anticipated to/from the site each day. Given the historic use of the site as a waste transfer station with a significantly higher number of trips generated, combined with the site's location where there are a high number of large vehicle movements along the Great North Road in both directions on a daily basis, it is not considered that the trips generated by this proposed use in this location would have a noticeable impact or harm in the locality. Therefore, no objection is raised to the application on this basis.

Gates and fencing

- 4.3.11 Access gates and fencing is to be erected around the site. Both the gates and fencing are to be 2.4m in height and are both to be 'forest' green in colour with a mesh section within the gate. Whilst the gate will be visible from the road, the fencing is to be rear of the landscaped belt and given its green colour, position behind the trees and set back from the carriage way there will be minimal views of the fence from the road. Given that both are needed for site security, there is no objection to either the fence or gates.

Archaeology

- 4.3.12 As set out above it is considered that due to the land being raised in ground level due to the spoil from when the A1 was built, any artefacts will be deep in the ground and will be unaffected by the proposal. The application sets out that the HCC Archaeological department was contact at the pre-application stage, and this concluded that *"very probably significant made ground is present, and despite potential for prehistoric and Roman remains, it appears unlikely that there will be any impact on any in situ archaeology"*. On this basis I have no objection to the application.

SuDs

- 4.3.13 As set out above the HCC Drainage team are currently not providing comments on new applications and the onus is on the applicant to ensure compliance with their policies. To comply with this the planning agent submitted an additional letter in support. This states:

"The LLFA's Guidance for Developers documents were considered during the writing of the Civil Infrastructure report and referred to within. The proposed development is not located inside a flood zone or existing watercourse. The proposed development will not

connect to the local sewer network and all surface water will be detained and infiltrated using various SuDS devices inside the boundary. With large rainfall events, no overland flooding is to be expected. The system has been designed for the rainfall events up and to the 100 year + 40% climate change storm. The SuDS devices chosen has been indicated in the hierarchy below. The other items were not suitable due to the nature of the proposed development – which does not contain any new buildings to be constructed”.

4.3.14 On this basis no objection is raised to the application which is considered to be in accordance with the HCC LLFA policies.

4.4 **Conclusion**

4.4.1 There is no objection to this proposal which seeks to use a contained ‘island’ site situated between major transport roads by a building services supply company, who will utilise the good road transport links. Whilst this site is a countryside location within the rural area beyond the Green Belt, the site, due to its form, location and planning history, does not serve the function or have the character of a typical parcel of land in the rural area. Furthermore, there is Local Plan support for the employment land uses within the District. The proposal will have the benefit of significantly enhanced tree belt along the road and will have no harm on the locality. As a result, the application is supported and is recommended for conditional permission.

4.5 **Alternative Options**

4.5.1 None applicable

4.6 **Pre-Commencement Conditions**

4.6.1 I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed.

5.0 **Legal Implications**

5.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

6.0 **Recommendation**

6.1 That planning permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory

Purchase Act 2004.

2. The development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting approved documents and plans listed above.

Reason: To ensure the development is carried out in accordance with details which form the basis of this grant of permission.

3. The trees and shrubs listed on the planting schedule are to be planted in the first planting season following the commencement of works on site.

Reason: To ensure the planting is undertaken.

4. All external lights are to be switched off before sunset during the bat active bat season, in accordance with the times stated in table 5.1 of the submitted Bat Survey Report.

Reason: To protect bats.

5. A minimum of three bat boxes are to be erected on the site before the first use of the site by the applicant.

Reason: Bat protection.

6. Prior to the first occupation of the development hereby permitted the main vehicular access road shall be provided 8.8 metres wide and thereafter the access shall be retained at the position shown on the approved drawing number 001 Revision P2.

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.

7. 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.

8. Prior to occupation, the development shall incorporate Electric Vehicle (EV) ready charging infrastructure as agreed with the Planning Department, based upon parking and vehicle access considerations.

We consider there should be distinct elements of EV charging provided, reflecting the range of vehicle users having access to the site.

- o EV charging allocation for staff vehicles
- o EV charging allocation for visitors vehicles
- o EV charging allocation for goods vehicles

As there is uncertainty over the numbers and types of vehicles requiring access to the site, the developer should make provision in line with the recommendations within the Air Quality and Guidance.

10% of parking spaces designated for EV charging, which may be phased with 5% initial provision and remainder at an agreed trigger level (usage).

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.

9. Before the first use of the site by the applicant hereby permitted, provision shall be made for an appropriate number of cycle parking spaces to accommodate staff and visitor requirements.

Reason: To be in accordance with the Parking SPD.

10. Prior to the first use of the site by the applicant hereby permitted, a detailed travel plan shall be in place with reference to the Travel Plan Guidance' at www.hertsdirect.org. The Travel Plan is to be submitted to and agreed in writing by the LPA prior to its implementation and the agreed scheme is to be implemented.

Reason: To reduce the reliance on the private car as the main mode of transport for staff and visitors to and from the site.

Proactive Statement:

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. 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. ECOLOGICAL INFORMATIVES:

1. Keep the area of grass / vegetation within the application site as short as possible up to, and including, the time when proposal works take place, so that it remains / becomes unsuitable for reptiles to cross. Stored materials (that might act as temporary resting places) are raised off the ground e.g. on pallets or batons; and any rubbish is cleared away to minimise the risk of reptiles using the piles for shelter. Any trenches or excavations are backfilled before nightfall, or a ramp left to allow reptiles to escape easily.

2. Any significant tree/shrub works, or removal should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.

3. All works, including vehicle movements, materials and waste, are kept strictly within the curtilage of the proposed development site and that under no circumstances should there be any detrimental physical impact to the adjacent Local Wildlife Site.

2. HIGHWAYS INFORMATIVES:

1. 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)".

2. 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.

3. 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>

- o UK Government is intending to issue 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 consultation response.