

Location: **Land At Turnpike Lane And Adjacent To 4 Manor Close
Turnpike Lane
Ickleford
Hertfordshire**

Applicant: **Mr Saunders**

Proposal: **Erection of five dwelling houses in association with a new access spur from the Lodge Court, on-site parking, landscaping (inclusive of new trees), formation of a pedestrian footpath and designated communal open space. Revised application following approvals of 20/00891/FP and 21/03464/S73 (Amended plans received 05.09.2022).**

Ref. No: 22/01448/FP

Officer: **Anne McDonald**

Date of expiry of statutory period : 21.07.2022

Reason for delay

Time taken for amended plans to be received and the wait for a committee meeting.

Reason for referral to committee

The application has been called into Planning Control Committee for determination by Cllr Sam North for the following reason:

"I would be shocked if you were minded to grant permission to this, but in the event you are, I would like this called into committee".

Plan numbers

22163_PL03_A – proposed site plan.
22163_PL04_A_Plot 1 – proposed floorplans;
22163_PL05_A_Plot 1 – proposed elevations;
22163_PL06_A_Plot 2 – proposed floor plans;
22163-PL07_A_Plot 2 – proposed elevations;
22163_PL08_A_Plot 3 – proposed floor plans;
22163_PL09_A_Plot 3 – proposed elevations;
22163_PL10_A_Plot 4 – proposed floor plans;
22163_PL11_A_Plot 4 – proposed elevations;
22163_PL12_A_Plot 5 – proposed floor plans;
22163_PL13_A_Plot 5 – proposed elevations.

Supporting documents

Geo Environmental and Geotechnical desk study and site investigation;
Transport Statement;
Arboricultural Impact Assessment;
Archaeological Written Scheme of Investigation.

1.0 Policies

1.1 The relevant policies in this instance are:

1.2 National Planning Policy Framework February 2019:

1.3 In general and with regard to:

Section 2 – Achieving sustainable development;
Section 4 – Decision-making;
Section 5 – Delivering a sufficient supply of homes;
Section 6 – Building a strong, competitive economy;
Section 11 – Making effective use of land;
Section 12 – Achieving well-designed places;
Section 13 – Protecting Green Belt land.

1.4 North Hertfordshire District Local Plan No.2 with Alterations

Policy 2 – Green Belt;
Policy 14 – Nature Conservation;
Policy 16 - Areas of Archaeological Significance and other Archaeological Areas;
Policy 26 - Housing Proposals;
Policy 55 – Car Parking (SPD Car parking);
Policy 57 – Residential Guidelines and Standards.

1.5 North Hertfordshire District Local Plan 2011-2031 'Submission Local Plan and Proposals Map

SP1 - Sustainable development in North Hertfordshire;
SP2 - Settlement Hierarchy;
SP5 – Countryside and Green Belt;
SP8 - Housing;
SP9 - Design and Sustainability;
SP13 - Historic Environment;
T2 – Parking;
D1 - Sustainable design;
D3 - Protecting living conditions;
D4 - Air quality;
HE4 - Archaeology.

1.6 Supplementary Planning Document.

SPD – Vehicle Parking at New Developments.

2.0 Site History

- 2.1 Application 18/02785/FP proposed 7 dwellings on this site and was withdrawn.
- 2.2 Application 20/00891/FP proposed 5 dwellings with a new access spur road off Lodge Court with parking, landscaping, formation of a pedestrian footpath and communal open space. This application was allowed on appeal. The appeal decision letter is attached at Appendix 1.
- 2.3 Application 21/03464/S73 sought to vary the scheme allowed at appeal and approved five dwellings on the site.
- 3.0 **Representations**
- 3.1 **HCC Archaeology** – no objection subject to condition.
- 3.2 **HCC Highways** - no objection subject to conditions and informatives.
- 3.3 **NHDC Air Quality** – no objection subject to an EV parking condition.
- 3.4 **Ickleford Parish Council** – object to the application. This response is attached at Appendix 2 and is submitted with regards to the original plans. Ickleford Parish Council have been consulted on the amended plans but have not responded at the time of writing.
- 3.5 The application has been advertised with a site notice and two rounds of public consultation via neighbour letters. Once when the application was received and again when the amended plans were submitted. 18 objections were received on the original plans, with only one reply received in response to the amended plans. All object to the application. Key points include:
- Strongly object to this proposal. I do not understand the need for this development on greenbelt land, in a village which is already under threat from an aggressive development plan. The original, smaller application was rejected by the community and local council, yet now the plan is being increased further for the benefit of no one other than the developer's bank balance.
 - After being rejected by NHDC the appeal was in my view wrongly applied by the planning inspectorate on the basis that this land would no longer be green belt after the local plan was adopted.
 - This is green belt land which provides a habitat for native wildlife such as badgers, foxes, hedgehogs with valuable trees providing homes to many bird species including woodpeckers. It is also part of the small but important separation of Ickleford and Hitchin which MUST be preserved.
 - This is NOT affordable housing is luxury housing. The fact that the developer is repeating trying to maximise profit by cynically increasing the size of the development shows this clearly.
 - The design of the houses is not in keeping with surrounding housing, and infringes the privacy of the neighbouring housing on Manor Court.
 - It places increased pressure on traffic along Turnpike Lane and means more dangerous crossings for pedestrians. The junction is already problematic with limited visibility.
 - Sewerage pipes in the village are already overloaded and overflowing into our precious chalk streams.
 - There is no established need for these houses. Several other developments are planned in the village which will provide many new homes which are more appropriate

in size and, for example with the development on Bowman's mill, be using brown field land rather than green field.

- We are concerned about the increase in traffic, both vehicular and on foot. This is a dangerous section of road.
- There must be better land / sites than this.
- We object to the balconies and the large floor to ceiling windows. These will cause overlooking and a loss of privacy to our homes.
- These houses are much larger than those approved by the Inspector.
- This is not an allocated housing site and the emerging Local Plan still not approved.
- The village does not have the infrastructure for any more development.
- There should be no more new homes until all the empty homes in the country are in use.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site is land on the south side of Turnpike Lane to the west of Lodge Court and Manor Close. The land is currently outside of the village boundary for Ickleford, and is part of the Green Belt. The land, formerly, was part of the grounds of Ickleford Manor house which lies to the east of Lodge Court. The neighbouring buildings, Waltham Cottage and numbers 3 – 6 Lodge Court are all listed buildings and Waltham Cottage is within the Ickleford Conservation Area. The vehicle access for Lodge Court cuts through the northern part of this site, although this is set back from the road with a belt of mature trees between the access lane and Turnpike Lane itself which are covered by a blanket TPO, which also extends along Turnpike Lane to the west. The land is fenced but is open paddock land in character.

4.2 **Proposal**

4.2.1 This is a full application for the erection of five detached houses with an access off the Lodge Court spur road. Each house has private front and rear garden areas, two off street parking spaces and there are four visitor spaces plus an area of open space in the north-west corner of the development.

4.2.2 Each dwelling is two storey in height and plots 1 – 4 utilise the loft space for living accommodation while plot 5 does not. Plots 1 – 4 each comprise a garage, generous hallway, living room, utility, kitchen / dining / family room, cloaks and w.c and either a family room or study on the ground floor. At first floor level there are four bedrooms, one or two en-suites and a family bathroom and at second floor level there are either one or two bedrooms (or one bedroom and one home office) and a further shower room. Each of these houses have two on plot parking spaces in addition to the garage space, a good sized rear garden with the smallest rear garden for plot 3 being just over 125 sqm. These houses have a ridge height of 8.2m high. Plots 2 – 4 all have one principle elevation, whilst plot 1 has a principle elevation to the road into the development and an interactive side elevation facing the Lodge Court spur road.

4.2.3 Plot 5 is the smallest house. This plot has no garage and does not proposed any habitable accommodation in the roof space. At ground floor it comprises a hallway with a living room, a home office, w.c and utility and a kitchen / dining room and at first floor has four bedrooms, two with an en-suite and a family bathroom. This house has a ridge height of 7.1m and a rear garden that is 18m wide with the majority being 8m deep. The house is set in from the side boundary with the neighbour no.4 Manor Close between 6.2m – 7m depending on the taper of the boundary line.

- 4.2.4 The proposed external materials for all the houses are a traditional tile roof, largely brickwork walls with sections of cladding and large windows.
- 4.2.5 Submitted in support of the application is a Transport Statement, an Arboricultural Impact Assessment, a Geo Environmental and Geotechnical desk study and site investigation and an Archaeological Written Scheme of Investigation. These can all be viewed in full on the Council's website.

4.3 Key Issues

Principle

- 4.3.1 There is no objection to the principle of this development. Application 20/00891/FP was recommended for approval on the basis that the site, whilst being in the Green Belt under the provision of the Saved Local Plan 1996, will be land within the settlement boundary under the provisions of the emerging Local Plan 2011 – 2031. Furthermore, with the application of the 'tilted balance', as advocated by the NPPF in areas where the Local Plan is out of date, given the site is on the edge of village, will become part of the village settlement area under the provisions of the emerging Local Plan and the Council has less than 5 years demonstrable supply of housing land, with only a 1.5 years supply, the development of five new homes is considered to be a significant planning gain. Application 20/00891/FP was refused at Planning Control Committee and was allowed at appeal. This appeal decision letter is attached at Appendix 1. This approval establishes the principle of development on the site and no objection is raised to the application on the basis of principle or sustainability grounds.

Layout and design

- 4.3.2 The layout of the development is essentially the same as the approved layout under both application 20/00891/FP allowed at appeal and that approved under application 21/03464/S73. The main difference is that the houses have larger footprints, all the houses are detached in comparison to plots 2 and 3 being linked detached in the two earlier schemes, and four instead of three visitor parking spaces are proposed. As with the approved scheme, the lime tree is to be felled to allow the access point in to the site. In the extant S73 permission seven replacement trees are shown whilst in this proposal five new trees are to be planted within the TPO area along the Lodge Court spur road and 11 trees are to be planted within the development part of the site itself.
- 4.3.3 The main difference between the approved and this proposed scheme is the change in the external design of the houses. The application has been amended and the balconies have been removed as well as the apex windows at high roof level. This is to prevent any perceived or actual overlooking of the neighbouring properties. The houses have an attractive and contemporary external appearance and will result in a high quality development and can be regarded as good place making. I note that the contemporary development style will appear visually different to the nearby existing development. However, this in my view is not harmful to the locality. The development is self-contained and will appear as an attractive finished development in local context and views and will have no greater visual impact in the area than the two approved schemes.
- 4.3.4 Even though the proposed houses have a deeper / larger footprint, the height of the houses is the same as the extant scheme. In plots 1 – 4 the approved height is 8.2m and the proposed height of the houses in plots 1 – 4 in this development is the same. The extant permission for plot 5 has a ridge height of 7.8m and accommodation in the roof level. In this proposal, plot 5 has a ridge height of 7.1m and no accommodation in

the loft space. There will therefore be no increase in bulk or dominance in the locality from this proposal.

- 4.3.5 The house in plot 5 is virtually the same distance way from the side boundary with the neighbour no.4 Manor Close. The extant scheme has this house positioned between 6m – 7m away from this side boundary and in this proposal the proposed house in plot 6 is between 6.2m – 7m away from this boundary line. No.4 Manor Close outlooks over the application site so will clearly see this development. The depth of the footprint of the house in plot 5 in this scheme on the side closest to no.4 Manor Close is 8m whereas in the extant S73 scheme is 7.8m. I cannot conclude that the increase in depth of 0.2m on the footprint when the height of the house has been reduced from 7.8m to 7.1m would be harmful. In fact I am of the view that this proposal represent an improvement / less visual bulk when viewed from this immediate neighbour. Furthermore, the side flank wall of plot 5 closest to no.4 Manor Close is a blank elevation with no fenestration so there will be no direct overlooking from this house towards no.4. In addition, three trees are proposed to be planted along the joint boundary line between plot 5 and no.4 Manor Close which will, in time, provide for a degree of screening between these two homes.
- 4.3.6 Therefore the proposed application is considered to be acceptable in planning terms and no objection is raised to the application on the basis of the provision of Policies SP1 and D1 of the emerging Local Plan 2011 – 2031.

Parking

- 4.3.7 There is no objection on the basis of car parking. Each house has two on plot parking spaces and plots 1 – 4 also have single garage space. There are four visitor spaces and whilst plots 1 – 4 can store bicycles in the garage, there is space for plot 5 to store bikes in the garden. The proposal is considered to be in excess of the requirements of the SPD Vehicle Parking Provision at New Developments and no objection is raised on the basis of parking.

4.4 Conclusion

- 4.4.1 For the above reasons, there is no objection raised to the application. Grant 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. Details and/or samples of materials to be used on all external elevations and the roof of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced and the approved details shall be implemented on site.

Reason: To ensure that the development will have an acceptable appearance which does not detract from the appearance and character of the surrounding area.

4. None of the trees to be retained on the application site shall be felled, lopped, topped, uprooted, removed or otherwise destroyed or killed without the prior written agreement of the Local Planning Authority.

Reason: To safeguard and enhance the appearance of the completed development and the visual amenity of the locality.

5. Before the commencement of any other works on the site, trees to be retained shall be protected by the erection of temporary chestnut paling or chain link fencing of a minimum height of 1.2 metres on a scaffolding framework, located at the appropriate minimum distance from the tree trunk in accordance with Section 4.6 of BS5837:2012 'Trees in relation to design, demolition and construction - Recommendations, unless in any particular case the Local Planning Authority agrees to dispense with this requirement. The fencing shall be maintained intact for the duration of all engineering and building works. No building materials shall be stacked or mixed within 10 metres of the tree. No fires shall be lit where flames could extend to within 5 metres of the foliage, and no notices shall be attached to trees.

Reason: To prevent damage to or destruction of trees to be retained on the site in the interests of the appearance of the completed development and the visual amenity of the locality.

6. Before any development commences on site landscape details are to be submitted to and approved in writing by the LPA. The details must be implemented on site in the first planting season following the substantial completion of the development hereby

permitted. The details shall include:

- a) what new trees, shrubs, hedges and grassed areas are to be planted, together with the species proposed and the size and density of planting
- b) the location and type of any new walls, fences or other means of enclosure and any hardscaping proposed
- c) details of any earthworks proposed

Reason: To ensure the submitted details are sufficiently comprehensive to enable proper consideration to be given to the appearance of the completed development.

7. No gate(s) shall be erected across the access to the site for the life of the development without prior written consent from the Council first being obtained.

Reason: In the interests of highway safety so that vehicles are not forced to wait in the carriageway while the gates are being opened or closed.

8. Prior to the first occupation of the development hereby permitted all internal vehicular access roads (5.5m wide), footways and parking areas shall be provided and thereafter retained at the position as shown on the drawing number P04 included as appendix -A in the Transport Statement (Ref-N02-RF-PS-).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 (adopted 2018).

9. Prior to the first occupation of the development hereby permitted the proposed pedestrian's crossing with tactile provision onto Turnpike Lane as shown on the drawing number P04 included as Appendix-A in the Transport Statement (Ref-N02-RF-PS) shall be provide. These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction and shall be secured and undertaken as part of the s278 works.

Reason: To ensure satisfactory pedestrian access into the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

10. Prior to the first occupation of the development hereby permitted visibility splays measuring 2.4 metres x 43 metres shall be provided to each side of the access where it meets the highway as shown on drawing number 2020-3940-001 revision B included in the TS (Appendix -B) and such splays shall always thereafter be maintained free from any obstruction between 600mm and 2.0 metres above the level of the adjacent highway carriageway.

Reason: To provide adequate visibility for drivers entering or leaving the site.

11. 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 Traffic Management Plan shall include details 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 (adopted 2018).

12. Prior to the first occupation of the development hereby permitted, each dwelling shall have installed one electric vehicle charging point that is ready for use by the occupier, which shall be maintained and retained for the life of the development.

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.

13. Prior to the first occupation of the development hereby permitted, secure cycle storage is to be provided in the rear garden of plot 5.

Reason: To comply with the requirements of the Vehicle Parking SPD.

14. A. This part of the condition shall be carried out in accordance with the details agreed under application ref. no. 22/01124/DOC.

B. 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 (a).

C. 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 (a) and the provision made for analysis and publication where appropriate.

Reason: To protect / record any remains found on site.

15. The measures set out in the Cherryfield Ecology report, dated 30 November 2020 (submitted with application 20/00891/FP) must be undertaken in full on site, both pre-development and during construction. This includes:

- i. before any other works on site a reptile survey is undertaken between the month of March and October. If any reptiles are found then appropriate trapping / clearing methods must be undertaken prior to any other works commencing;
- ii. no site / tree clearance during the bird nesting season;
- iii. the use of bat and bird boxes in the development;

- iv. the creation of a 'hedgehog highway' across the site; and,
- v. no lighting near to or shining on to any trees, especially those with any bat or bird boxes.

Before any other development commences details and timings of the above measures are to be submitted to, and agreed in writing by, the LPA and the approved measures must be undertaken on site. The results of the survey work are to be submitted to the Council.

Reason: To protect ecology on site.

16. Prior to the first occupation of the development hereby permitted, surface water drainage works shall have been implemented in accordance with details that shall first have been submitted to and approved in writing by the LPA. Before any details are submitted to the LPA an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system, having regard to Defra's non-statutory technical standards for sustainable drainage systems (or any subsequent version), and the results of the assessment shall have been provided to the LPA. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation; and,
- iii. provide, a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To prevent surface water flooding

Informative/s:

1. HIGHWAYS INFORMATIVES:

1. Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorized to work in the public highway. 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 County Council website at:

<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.

2. Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked

(fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

3. Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

4. Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

2. ENVIRONMENTAL HEALTH INFORMATIVES:

1. During the construction phase the guidance in BS5228-1:2009 (Code of Practice for noise Control on construction and open sites) should be adhered to.

2. During the change of use phase no activities should take place outside the following hours: Monday to Friday 08:00-18:00hrs; Saturdays 08:00-13:00hrs and Sundays and Bank Holidays: no work at any time.

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>

7.0 **Appendices**

- 7.1 Appendix 1 – Appeal decision letter for application 20/00891/FP.
- 7.2 Appendix 2 – Objection letter from Ickleford Parish Council.