

**ITEM NO:**

Location:           **Ridge Farm  
Rabley Heath Road  
Codicote  
Welwyn  
Hertfordshire  
AL6 9UA**

Applicant:           **Mr Jonathan O'Neil**

Proposal:           **Erection of 4 x 3 bedroom dwellings with attached  
garages, associated car parking spaces and new  
vehicular access onto Rabley Heath Road and ancillary  
works following demolition of existing buildings**

Ref. No:               **18/01607/FP**

Officer:               **Tom Rea**

**Date of Expiry of statutory period:** 24 September 2018

**Reason for delay:**

An extension of time has been agreed to allow the application to be reported to Planning Committee

**Reason for referral to Committee:**

Councillor Deakin-Davies supports the Parish Council objection.

**1.0 Site History**

- 10/02587/1: Change of use of former poultry farm building to Small drinks processing unit. Approved 15/02/2011. This approval relates to the building at the front of the site, labelled 'Building A' on the proposed plans. The officers delegated report, dated February 2011, states the following, indicating the agricultural use had already ceased at this time:

*"The building in question is a former poultry building, one of 5 buildings, located on Ridge Farm, a former poultry farm off of Rabley Heath Road".*

- 07/00150/1ENF: Planning Enforcement Investigation into 'Use of land and barns adjacent to Ridge Farm'. Case opened 23/07/2007.
- 16/00032/1ENF: Planning Enforcement Investigation into alleged 'Various commercial activities taking place without planning permission, including scaffolding company, builders, and car repairs'. Case opened 11/04/2016.

- 17/01183/1: Erection of 3 x 3 bedroom dwellings with detached garages, associated car parking spaces and new vehicular access onto Rabley Heath road and ancillary works following demolition of all existing buildings. Granted conditional permission 18/8/17
- 17//04210/FP: Erection of 5 x 3 bedroom dwellings with attached garages, associated car parking spaces and new vehicular access onto Rabley Heath Road and ancillary works following demolition of existing buildings. Refused 31.8.18

## 2.0 Policies

### 2.1 North Hertfordshire District Local Plan No. 2 with Alterations (Saved Policies)

Policy 2 – Green Belt

Policy 14 – Nature Conservation

Policy 55 – Car Parking Standards

Policy 57 – Residential Guidelines and Standards

### 2.2 North Hertfordshire Submission Local Plan 2011 – 2031

Section 2 – Strategic Policies

- SP1: Sustainable development in North Hertfordshire;
- SP2: Settlement Hierachy
- SP5: Countryside and Green Belt
- SP6: Sustainable Transport
- SP9: Design and Sustainability
- SP12: Green Infrastructure, biodiversity and landscape

Section 3 – Development Management

- D1: Sustainable design;
- D3: Protecting Living conditions
- NE1: Landscape
- T2: Parking

### 2.3 National Planning Policy Framework 2018

Section 2: Achieving sustainable development

Section 5: Delivering a sufficient supply of homes

Section 9: Promoting Sustainable Transport

Section 11: Making effective use of land

Section 12: Achieving well-designed spaces

Section 13: Protecting Green Belt land

Section 15: Conserving and enhancing the natural environment

### 2.4 Supplementary Planning Documents

Vehicle Parking Standards at New Development (2011)

### 3.0 **Representations**

- 3.1 **Codicote Parish Council** – Our previous objections (17/01183/1 & 17/04210/FP) still stand. The proposed development is in the Green Belt and would be overdevelopment of the site. We believe there to be highway safety issues.
- 3.2 **Site Notice / Neighbours** –  
Letter received from CPRE Hertfordshire recommending that the application be refused because the development is inappropriate development and would not benefit from any permitted development rights allowed by the Town and Country Planning General Permitted Development Order 2018
- 3.3 **NHDC Environmental Health (Contamination and air Quality)** –  
Advises no objection to the proposed development with regards to land contamination or local air quality. Recommends conditions and an informative.
- 3.4 **NHDC Waste Awareness Officer** – No objection. Requests a condition re circulation route for refuse vehicles. Provides advice on waste collection arrangements.
- 3.5 **HCC Highway Officer** – No objections, subject to conditions and informative. Concludes that the proposal would not have an unreasonable impact on the safety and operation of the surrounding highway.
- 3.6 **Hertfordshire Ecology** – Requests that an updated ecological survey is undertaken. This should be a nocturnal presence/absence survey, rather than a daytime Preliminary Roost Assessment (as we know there is potential for bats to be present already).
- 3.7 **Thames Water** – Advises that the development does not require any agreement from TW as the development does not affect public sewers or drains
- 3.8 **HCC Fire & Rescue Services** – Request fire hydrant provision via a planning obligation.

### 4.0 **Planning Considerations**

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

- 4.1.1 The site in question is a former pig and poultry farm, known as Ridge Farm, located on the south-east side of Rabley Heath Road and which is to the east of the village of Codicote. The site currently consists of a number of single storey agricultural barn as well as silos and which are set away from the road as the site also includes a relatively large, open grass area at the frontage. The site is well enclosed by tall, mature vegetation, particularly to the north-western frontage of the site and the north-eastern side boundary.

4.1.2 The site sits within a row/ cluster of properties along the south-eastern side of Rabley Heath Road and sits alongside Codicote Heights, a cul-de-sac immediately to the north-east of the site and which comprises six two storey dwellings. The existing buildings on the site have been used for various industrial and storage purposes since it was last used for agricultural purposes, which is understood to have been at least ten years ago.

4.1.3 The existing buildings vary in height from 3 m to 5m. The two silo structures have a maximum height of 6.5m.

## 4.2 **Proposal**

4.2.1 This application seeks planning permissions for the erection of 4 no. detached 3 bedroom dwellings in place of the existing buildings and silos. The four proposed dwellings would be sited partly on the site of the existing buildings and partly on the open area at the front of the site. A new access is also proposed from Rabley Heath Road, which would be located approximately 7.8 metres further north along the road.

4.2.2 The four proposed dwellings would be of a matching design and each would be of one and a half storeys with the first floor accommodated within the roof structure and which would benefit from three rear dormer windows and multiple rooflights to the front elevations. Each property would be of three bedrooms and each would also feature a single attached garage to the side. Plots 3 & 4 would be located towards the rear of the site whilst Plots 1 & 2 would be located partly on the footprint of the existing buildings and partly on the current open area at the front of the site with their rear elevations facing Rabley Heath Road.

4.2.3 The proposed dwellings would have a maximum height of 6.3m to the main ridge. Chimney height would be 8.0m above ground level.

4.2.4 The new vehicular access would contain a turning head for refuse vehicles in the central area of the site and two visitor parking spaces.

## 4.3 **Key Issues**

4.3.1 The key planning consideration of the development relates firstly to the principle of the development within the Green Belt. Taking account of the development plan policies, central government policy guidance and the representations received from statutory consultees reported above, I consider the other main issues to be addressed in the determination of this planning application are as follows:

- sustainability;
- visual impact and character and appearance
- highway matters;
- residential amenity;

### 4.3.2 **Principle of the development within the Green Belt**

4.3.3 When considering the previous application for 3 dwellings on this site the Council concluded that the usage of the buildings and land on site had changed from agricultural use to industrial use following a period of at least 10 years having elapsed during which the buildings had been used to various degrees for the purposes of production and storage. It was considered by the Council that the existing development on the site could reasonably be described as 'previously developed land'.

4.3.4 As such the Council considered with application ref: 17/01183/1 that construction of three new dwellings in the Green Belt would not be considered inappropriate development because of the one exception in Paragraph 89 of the NPPF (2012 version) which allowed for the following:

*"limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development."*

4.3.5 The situation has not changed in terms of the status of the site as previously developed land and therefore in terms of the principle of the development as far as the current application is concerned there can continue to be no objection to residential development replacing the existing buildings and structures.

**4.3.6 Impact on the openness and the purposes of the Green Belt**

4.3.7 It is accepted that circumstances have not changed since the determination of the previous application ref: 17/01183/1 in so far as the existing development could be considered previously developed land. The key question with this current application for an additional dwelling over the 3 already approved under ref: 17/01183/1 is whether the development as now proposed will have a greater impact on the openness of the Green Belt than the existing development (paragraph 145 of the revised NPPF).

4.3.8 The planning statement accompanying this application is helpful in clarifying the difference between the existing footprint and volumes of buildings on the site compared to the proposed footprint and volumes. The house types have not changed. The calculation is as follows:

	Footprint (sq m)	Volume (cubic metres)
Existing buildings	767	2386
Proposed dwellings	456	2128
Decrease	311 (40.5%)	258 (10.8%)

4.3.9 The above figures show that there is an actual decrease in footprint and volume compared with the existing development on site. Effectively this will result in a greater proportion of the site being open in character.

4.3.10 The submitted Planning Statement advises that the two 6.5 metre high silos on site are not included in the above calculations but acknowledges that the proposed dwellings would be higher than the existing buildings. I would agree with the applicants view that that at 6.3m in height the proposed buildings would not be excessive in height and that the reductions in volume and footprint would have a positive impact on openness, or at least have no greater impact.

4.3.11 The proposed access road into the site varies from the approved scheme in that it is routed alongside the existing access and does not extend into the current open area at the front of the site which I consider an additional positive aspect of the development.

4.3.12 Given the overall reduction in volume and footprint and together with the more favourable alignment of the access road resulting in more retention of the green space at the front of the site than the approved scheme I believe that the proposed development would have an acceptable impact on the openness of the Green Belt and would not undermine any of the five purposes of the Green Belt as identified by paragraph 134 of the NPPF.

#### **4.3.13 Visual impact**

4.3.14 The proposed development is by and large no further towards Rabley Heath Road than the existing building line of the storage buildings and a gap of at least 24 metres is retained between the rear elevations of plots 1 & 2 and the site frontage with Rabley Heath Road. This is a similar separation distance as the approved scheme for 3 dwellings and would be far less prominent and visually obtrusive than the previously refused scheme for 5 dwellings. The set back would also be generally in keeping with the building line established by the flanking properties of Bees Place to the south and Codicote Heights to the north. As such I consider that the visual impact of the development when compared to the existing development is acceptable. The removal of external storage and vehicles and provision of additional landscaping has the potential to considerably improve the appearance of the site.

#### **4.3.15 Sustainability**

4.3.16 When considering the previously approved application the Council took the view that the provision of three dwellings would achieve the three overarching objectives to achieve sustainable development. With this revised proposal I maintain that the development would still achieve the economic and social roles required by the Framework through the construction work generated by the provision of the dwellings and the increased spending by the occupants on local services and facilities. In terms of the environmental objective there would inevitably be more comings and goings associated with four dwellings than the approved three however one has to balance this against the vehicular and pedestrian movement associated with the existing use which, if used to its full potential, is likely to result in more vehicular trips to and from the site. Furthermore, paragraph 8 c) of the NPPF seeks more effective use of land as part of the environmental objective which I believe will be the case here as the existing site is underused with buildings in poor condition or redundant, The original ecological survey concluded that the development was unlikely to have an adverse impact on bats and although an updated survey has been commissioned it is likely that appropriate mitigation / enhancements can offset any loss of habitat. Indeed, with the

proposed gardens and additional planting it is likely that there would be a net gain to biodiversity in my opinion. Accordingly I consider that the environmental objective required by the NPPF can also be met and therefore the proposals can achieve sustainable development.

#### **4.3.17 Living conditions**

4.3.18 Given the separation distances from neighbouring properties and the existing screening together with the low density proposed, it is considered that the proposal would not result in any significant harm to the amenity of existing properties. In fact the proposed development is more readily compatible with the adjoining dwellings than the current storage use with its associated traffic and unrestricted hours of use.

4.3.19 The proposed gardens would comfortably exceed the amenity space requirements set out in Policy 57 of the local plan and sufficient parking is provided. The orientation and space around the buildings allows for adequate levels of daylight and sunlight. I consider that the living conditions of the proposed residents would be satisfactory.

#### **4.3.20 Highway safety, access and parking**

4.3.21 The four new dwellings would be served by a new access from Rabley Heath Road to a width of 5 metres and provision is made for a turning head and visitor parking spaces.

4.3.22 The application has been considered by the Highway Officer who has not raised any objections, on the basis that the proposed access is of a suitable width and it would allow two way vehicle movement. In addition, the Highway Officer is satisfied that the addition of four 3-bedroom dwellings would not result in a significant generation of traffic onto the local road network and so the proposal would not result in harm to matters of highway safety. However, several conditions have been recommended to ensure that the access is of an acceptable standard and to control construction traffic.

4.3.23 In terms of parking, it is noted that each dwelling would be served by three off-street parking spaces, with the single garages and two spaces to the front of each house. This level of parking is considered appropriate and in keeping with the Council's minimum standards.

4.3.24 It is acknowledged that Codicote Parish Council believe there to be highway safety issue, however no information has been provided to substantiate this view. Paragraph 109 of the NPPF states :

*'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.*

The Highway Authority raises no objections and considers that with appropriate conditions the development would not have an unreasonable impact on the safety and operation of the surrounding highway. Given the opinion of the highway authority, the lack of evidence to support a highway objection and the above guidance in the NPPF, I consider there to be no sustainable grounds to refuse permission based on highway safety.

#### 4.3.25 **Other matters**

4.3.26 The Council's Environmental Health officer is satisfied that, in connection with land contamination issues, the required investigation and mitigation can be required via suitable conditions. In terms of ecological considerations, an 'Emergence and Activity Bat Survey Report' by Cherryfield Ecology and dated June 2017 has been submitted with the application. This found that 'bats are not using the existing buildings and in addition bats are hardly using the surrounds' and finds that 'no impacts are foreseen' from the proposed development on ecology and that 'no further surveys are considered necessary and no mitigation or compensation is required'. On the advice of Hertfordshire Ecology however an updated survey is to be carried out to ensure that there has been no change in circumstances which may affect biodiversity. Should permission be granted it is recommended that this is conditional on the results of the updated survey being acceptable following consultation with Hertfordshire Ecology and any additional conditions found to be necessary.

#### 4.4 **Conclusion**

4.4.1 The proposed development would be an exception to Green Belt policy as defined by paragraph 145 of the NPPF and it would amount to sustainable development. I consider there to be no sustainable planning objections to raise to the application and so I recommend that planning permission be granted for this scheme subject to certain safeguards as set out in the recommendation and conditions below.

#### 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:

- (A) The submission of a satisfactory updated ecological report and any further conditions required;
- (B) The applicant agreeing to extend the statutory period to allow for the submission of the ecological and any necessary consultation;
- (C) The following conditions and informatives:

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. No removal of hedgerows, trees or shrubs, brambles, ivy and other climbing plants or works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1<sup>st</sup> March and the 31<sup>st</sup> August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: In order to ensure that the proposed development would not have an adverse impact on protected species.

5. No development shall commence until full details (in the form of scaled plans and/or written specifications) shall be submitted to and approved in writing by the Local Planning Authority to illustrate the following:
  - Confirm permission for and relocation position of existing telegraph pole.
  - Plan showing vehicular to vehicular visibility splays of 2.4m by 43m at the proposed access both directions.
  - Plan stating that a standard vehicle crossover (rather than a formalised bellmouth) would be acceptable and that the access / highway works are to be agreed with HCC as Highway Authority as part of S278 agreement process.

Reason: To ensure satisfactory development of the site and a satisfactory standard of highway design and construction.

6. Visibility splays measuring 2.4m x 43m shall be provided each side of the access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

(HCC as Highway Authority recommends that the visibility splays are provided prior to any full works commencing. This is to improve vehicle visibility during the construction process)

7. Prior to the first occupation of the development hereby permitted the vehicular access and other necessary highway works shall be completed in accordance with the Hertfordshire County Council residential access construction specification. Prior to use arrangements 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: In the interest of highway safety and traffic movement.

Reason: To ensure a vehicle is approximately level before being driven off and on to the highway.

8. The development shall not begin until full details of all proposed construction vehicle access, movements, parking arrangements and wheel washing facilities have been submitted to and approved in writing by the Local Planning Authority. The relevant details should be submitted in the form of a Construction Management Plan and the approved details are to be implemented throughout the construction programme.

Reason: To minimise danger, obstruction and inconvenience to users of the highway.

9.

- (a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.
- (b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
  - (ii) The results from the application of an appropriate risk assessment methodology.
- (c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.
- (d) This site shall not be occupied, or brought into use, until:
- (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
  - (ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.
- (e) Any contamination, other than that reported by virtue of condition (a) and (b), encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; 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.

10. Prior to occupation, the 4 residential properties 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.

11. No development shall take place until landscaping details have been submitted to and approved in writing by the Local Planning Authority and the details shall include the following :
- a) which, if any, of the existing vegetation is to be removed and which is to be retained
  - b) what new trees, shrubs, hedges and grassed areas are to be planted, together with the species proposed and the size and density of planting

- c) the location and type of any new walls, fences or other means of enclosure and any hardscaping proposed
- d) details of any earthworks proposed, including any retaining walls. The landscaping scheme shall be implemented as approved. The development shall be carried out in accordance with the approved details.

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

- 12. The approved details of landscaping shall be carried out before the end of the first planting season following either the first occupation of any of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced during the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to vary or dispense with this requirement.

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

- 13. 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.

- 14. Any tree felled, lopped, topped, uprooted, removed or otherwise destroyed or killed contrary to the provisions of the tree retention condition above shall be replaced during the same or next planting season with another tree of a size and species as agreed in writing with the Local Planning Authority, unless the Authority agrees in writing to dispense with this requirement.

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

- 15. 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.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Classes A, B, C, D and E of Part 1 of Schedule 2 to the Order, (or any subsequent Statutory Instrument which revokes, amends and/or replaces those provisions) shall be carried out without first obtaining a specific planning permission from the Local Planning Authority.

Reason: Given the nature of this development, the Local Planning Authority considers that development which would normally be "permitted development" should be retained within planning control in the interests of the character and amenities of the area.

17. No development shall take place until details of fire hydrants or other measures to protect the development from fire have been submitted to and approved in writing by the Local Planning Authority. Such details shall include provision of the mains water services for the development whether by means of existing water services, new mains or extension to or diversion of existing services where the provision of fire hydrants is considered necessary. The proposed development shall not be occupied until such measures have been implemented in accordance with the approved details.

Reason: To ensure that the necessary infrastructure for the development is in place and to meet the requirements of the fire authority.

18. No development shall commence until further details of the circulation route for refuse collection vehicles have been submitted to the local planning authority and approved in writing. The required details shall include a full construction specification for the route, and a plan defining the extent of the area to which that specification will be applied. No dwelling forming part of the development shall be occupied until the refuse vehicle circulation route has been laid out and constructed in accordance with the details thus approved, and thereafter the route shall be maintained in accordance with those details.

Reason: To facilitate refuse and recycling collections.

### **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 (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

## Informatives:

### Environmental Health Informative

#### EV Charging Point Specification:

Each charging point shall be installed by an appropriately certified electrician/electrical contractor in accordance with the following specification. The necessary certification of electrical installation should be submitted as evidence of appropriate installation to meet the requirements of Part P of the most current Building Regulations.

Cable and circuitry ratings should be of adequate size to ensure a minimum continuous current demand for the vehicle of 16A and a maximum demand of 32A (which is recommended for Eco developments)

- A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.
- The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF).
- 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.

### Highway Informative

AN) Construction standards for works within the highway: 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 authorised 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 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.