

DELEGATED FILE NOTE

CASE OFFICER: ...Henry Thomas.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
24/02712/PNQ	Conversion of existing agricultural buildings to provide 8 residential units.	Kirby Manor Farm Northfield Road Ashwell Baldock Hertfordshire SG7 5JQ

Submitted Plan Nos

164 OS 00 164 PP 01 164 PP 05.01 164 PP 06.01 164 PP 10.01 164 PP 20 164 SVY 06 164 SKD 20 164
SVY 01 164 SVY 05.01 164 SVY 10.01

1.0 **Policies**

2.0 **Site History**

2.1 **23/02019/PNQ** – Conversion of existing agricultural barn to provide 4 residential units (two 2-bed, one 3-bed and one 4-bed) with all associated building works. **Withdrawn.**

2.2 **23/02338/PNQ** – Conversion of existing agricultural barn to provide 4 residential units (2 x 2bed, 1 x 3bed and 1 x 4bed) with all associated building works.

Prior Approval Given.

2.3 **24/01570/PNQ** – Conversion of existing agricultural buildings to provide 8 residential units

Withdrawn.

3.0 **Representations**

3.1 **Site Notice and Neighbour Representations** – Comments received from Popes Farm and Kirby Manor Farm, on the following grounds.

- ❑ Addition of 8 dwellings would intensify existing traffic problems.
- ❑ Reliance on private vehicles is unsustainable.
- ❑ The lane is often muddy and has blind bends/straight sections where speeding occurs.
- ❑ Lane is used by cyclists, runners, and pedestrian.
- ❑ Materials used would be unsympathetic / industrial appearance.
- ❑ Potential for cumulative development utilising other disused barns on the site.
- ❑ Concern over the provision of utilities for the potential occupiers of the dwellings.
- ❑ Wildlife concerns as it is stated that swallows, swifts, bats, owls, and buzzards are evident at the site.
- ❑ The proposal would increase light pollution in this rural location, through windows, rooflights, lanterns etc.
- ❑ Noise impacts from development of the barns.
- ❑ Loss of privacy / overlooking from windows.
- ❑ Noise and light pollution from car lights accessing the site.
- ❑ Concerns over the time for screening trees to grow.
- ❑ Concerns over access to properties via farm track may promote car usage.

- ❑ Turning / parking area is on raised ground higher than the ground floor of the neighbouring dwelling.
- ❑ 2m high wall would provide insufficient screening.
- ❑ Concerns raised over potential contaminants on site.
- ❑ Concern over the impact of the new dwelling on the immediate neighbour, with respect to noise and loss of privacy/overlooking from the dwellings and gardens.
- ❑ Concern over use of access track surrounding the neighbour's property.
- ❑ Postal address considerations.
- ❑ Concerns over the impact of the proposal on the foundations of the immediate neighbour's property and the impacts during the construction phase.

Officer Note:

It is noteworthy at this stage to state that the considerations under a PNQ are limited to those set out in the conditions of the relevant legislation. Therefore, some of the concerns raised above are either not a material planning concern or the legislation does not allow for consideration of such issues. Those issues that can be considered under a PNQ will be in this report.

3.2 Ashwell Parish Council – Objection.

“Ashwell Parish Council resolved to reiterate it's previous objections dated 9th September and to support the objections made by the neighbour especially those around sustainability and highways safety, the number of dwellings, the design issues including privacy/overlooking issues.”. The full details of this statement can be found on the website portal.

3.3 HCC Highways – Objection.

In summary, there are several significant highway concerns in terms of safety and sustainable travel accessibilities. The highway authority considers that the development proposal seems to accommodate the private motorcar first, and pedestrians and cyclists as more of an afterthought. Current planning policy makes it clear that the needs of pedestrians should be considered first in the user hierarchy, cyclists second, and public transport users third. The needs of the private motorcar user should be considered last. This is outlined in paragraph 114-116 of the NPPF (2023), which also states that developments should “address the needs of people with disabilities and reduced mobility in relation to all modes of transport”... and “create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles”. All this is reflected in our Local Transport Plan 4, policies. Therefore, based on the current submission, the highway authority would raise objection to the proposal due to the fundamental LTP4 and NPPF policy non-compliance as mentioned in the beginning of the report”

3.4 Environmental Health (Contaminated Land) – No objection subject to condition.

3.5 Environmental Health (Air Quality) – No objection subject to condition.

3.6 **Environmental Health (Noise/Nuisances)** – No objection.

3.7 **Environmental Agency** – None received.

3.8 **Waste and Recycling** – None received.

3.9 **NHC Ecology** – No objection.

4.0 **Planning Considerations**

4.1 **Site & Surroundings**

4.1.1 The application site is a cluster of farm buildings and associated hard standing area at Kirby Manor farm, which lies at the north end of Ashwell on the east side of Northfield Road. The site is within the Rural Area Beyond the Green Belt as per the Local Plan.

4.1.2 The site has two access points, a metal gate to the south and a northern access which open to the road. The site consists of 4 agricultural buildings. The largest building on the site was subject of application 23/02338/PNQ. This current application relates to this large building and the three other agricultural buildings. To the south-west is Kirby Manor Farmhouse, a two-storey dwelling in separate ownership, and to the west is the smaller Kirby Cottage on the other side of Highfield Road, which is owned by the applicant.

4.2 **Proposal**

4.2.1 The Prior Approval of the Local Planning Authority is sought for the conversion of the following buildings to provide 8 residential units (2 x 2bed, 5 x 3bed and 1 x 4bed) with all associated building works, under Class Q, Part 3 of Schedule 2 of the General Permitted Development Order as amended.

1. The building with three single storey wings into 3 residential units (3 x 3bed).
2. The part demolition of the smaller southern building to form a bin store.
3. The larger southern building into one two bed residential unit.
4. The largest barn into 4 residential units (1 x 2bed, 2 x 3bed and 1 x 4bed) as a reconfigured layout of 23/02338/PNQ.

4.2.2 The associated building works include the full conversion of the existing barn into 4 residential units, with external and internal works, as well as the formation of private gardens, parking, landscaping, bin store, and the formation of an access road, including a turning area.

4.3 **Key Issues**

4.3.1 The key issue is firstly whether the proposed development benefits from prior approval as defined by The Town and Country Planning (General Development Order) 2015 Schedule 2, Part

3, Class Q as amended. Secondly, whether the prior approval of the LPA is required in relation to the six conditions listed in paragraph Q.2.

4.3.2 Permitted development

Q. Development consisting of—

(a) a change of use of—

(i) a building that is part of an established agricultural unit and any land within that building's curtilage, or

(ii) a former agricultural building that was (but is no longer) part of an established agricultural unit and any land within that building's curtilage,

to a use falling within Class C3 (dwellinghouses) of Schedule 1 to the Use Classes Order,

(b) development referred to in sub-paragraph (a) together with the extension of the building referred to in sub-paragraph (a), or

(c) development referred to in sub-paragraph (a) together with building operations reasonably necessary to convert the building referred to in sub-paragraph (a) to a use falling within Class C3 (dwellinghouses) of that Schedule or to extend that building.

Q.1 Development is not permitted by Class Q if—

(a) in the case of a site that is part of an established agricultural unit, the site was not part of the established agricultural unit—

(i) on 24th July 2023, or

(ii) where the site became part of the established agricultural unit after 24th July 2023, for a period of at least 10 years before the date development under Class Q begins,

(b) in the case of a site that was (but is no longer) part of an established agricultural unit—

(i) the site was part of an established agricultural unit on 24th July 2023,

(ii) where the site ceased to be part of an established agricultural unit after 24th July 2023, the site has not been part of the established agricultural unit for a period of at least 10 years before the date development under Class Q begins, or

(iii) since ceasing to be part of an established agricultural unit, the site has been used for any non-agricultural purpose,

The applicant has stated that the site was in agricultural use on the 24th July 2023 and therefore complies with this criterion.

(c) the floor space of any dwellinghouse developed under Class Q having a use falling within Class C3 (dwellinghouses) of Schedule 1 to the Use Classes Order exceeds 150 square metres,

The applicant has provided the following information regarding Gross Internal Areas:

	GIA		GIA
Unit 1	123.61m ²	Unit 5	118.72m ²
Unit 2	105.15m ²	Unit 6	150.00m ²
Unit 3	100.54m ²	Unit 7	150.00m ²
Unit 4	101.98m ²	Unit 8	150.00m ²
TOTAL	1000m ²		

The eight proposed units therefore comply with this criterion.

(d) the development under Class Q, together with any previous development under Class Q, within the original limits of an established agricultural unit (see paragraph Q.3(2) of this Part) would result in—

- (i) the cumulative number of separate dwellinghouses having a use falling within Class C3 (dwellinghouses) of Schedule 1 to the Use Classes Order exceeding 10, or**
- (ii) the cumulative floor space of dwellinghouses having a use falling within Class C3 (dwellinghouses) of Schedule 1 to the Use Classes Order exceeding 1,000 square metres,**

The proposed cumulative number of separate dwellinghouses would be 8 and the floor space would be 1000 square metres which therefore complies with this criterion.

(e) the site is occupied under an agricultural tenancy, unless the express consent of both the landlord and the tenant has been obtained,

(f) less than 1 year before the date development begins—

- (i) an agricultural tenancy over the site has been terminated, and**
- (ii) the termination was for the purpose of carrying out development under Class Q,**

unless both the landlord and the tenant have agreed in writing that the site is no longer required for agricultural use,

The applicant has provided the following:

“The site is owned freehold by the applicant and is farmed by him and is in vacant possession and forms part of his wider agricultural property. It has not been tenanted since it came into his possession in 2003. Prior to that date it was in the possession of the applicant’s father who acquired the land c.1970 and did not tenant it. It therefore complies with the requirements of these clauses that the site is not occupied under an agricultural tenancy.”

The proposal therefore complies with this criterion.

(g) development under Class A(a) or Class B(a) of Part 6 of this Schedule (agricultural buildings and operations) has been carried out on the established agricultural unit during the period which is 10 years before the date development under Class Q begins,

No development under these classes has been undertaken.

(h) the development would result in the external dimensions of the building extending beyond the external dimensions of the existing building at any given point, other than—

- (i) extension of the building allowed by paragraph Q.1(i);**
- (ii) protrusions of up to 0.2 metres to accommodate building operations allowed by paragraph Q.1(j)(i),**

(i) the development under Class Q(b) would result in an extension that—

- (i) has more than one storey,**
- (ii) is sited anywhere other than to the rear of the existing building,**
- (iii) extends beyond the rear wall of the existing building by more than 4 metres,**
- (iv) has eaves the height of which exceed the height of the eaves of the existing building,**
- (v) is higher than whichever is the lower of—**

- (aa) the highest part of the roof of the existing building, or**
- (bb) a height of 4 metres above the ground,**

(vi) extends beyond a wall that forms a side or principal elevation of the existing building, or

(vii) would be sited on land that, before the development under Class Q(b), is not covered by a hard surface that was provided on the land by virtue of any development, and—

- (aa) the hard surface was not provided on the land on or before 24th July 2023, or**
- (bb) where the hard surface was provided on the land after 24th July 2023, the hard surface has not been situated on the land for a period of at least 10 years before the date development under Class Q(b) begins,**

Unit 4 is the only building which would have any extension to the existing external dimensions. The proposed extension would extend 3.9m beyond the rear wall and maintain the existing eaves on hardstanding which has existed for a period of 10 years prior to July 24th 2023. The proposal therefore complies with this criterion.

(j)the development under Class Q(c) would consist of building operations other than—

(i)the installation or replacement of—

(aa) windows, doors, roofs, or exterior walls, or

(bb) water, drainage, electricity, gas or other services,

**to the extent reasonably necessary for the building to function as a dwellinghouse,
and**

**(ii) partial demolition to the extent reasonably necessary to carry out building
operations allowed by paragraph Q.1(j)(i),**

The applicant has provided the following:

“The structural elements of the existing buildings are to be fully retained. The proposals do not include building operations other than the installation or replacement of windows, doors, and external walls and the provision of water, drainage, electricity or other services. Nor do they include demolition other than to the extent necessary to carry out those operations. The proposals are therefore in conformity with this clause.”

The proposal therefore complies with this criterion.

(k)the site is on article 2(3) land,

N/A.

(l)the site is, or forms part of—

(i)a site of special scientific interest;

(ii)a safety hazard area;

(iii)a military explosives storage area,

N/A.

(m)the site is, or contains, a scheduled monument,

N/A.

(n)the building is a listed building,

N/A.

(o) the existing building, excluding any proposed extension under Class Q(b) but including any proposed building operations under Class Q(c), would not be capable of complying with the nationally described space standard issued by the Department for Communities and Local Government on 27th March 2015 as read with the notes dated 19th May 2016 which apply to it, or

The proposed units would comply with the National Described Space Standards and therefore complies with this criterion.

(p) the building does not have suitable existing access to a public highway.

The site has two accesses, with the primary providing vehicle access from North Field Road.

Q.2—(1) Where the development proposed is development under Class Q(a) together with development under Class Q(c), development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

(a) transport and highways impacts of the development,

HCC Highways have been consulted as part of the application, formally stating that they object to the proposal on the grounds that the site is not in a sustainable location such that the future occupants would be solely reliant on private vehicles for journeys. Following receipt of this formal response, the LPA contacted the Highway Authority to make them aware of the PPG guidance on considering 'sustainability' for PNQ applications (to be considered in detail under Condition e). Therefore, whilst the concerns of the Highway Authority are acknowledged in respect of 'sustainability' which will be considered later in this report, in the absence of any formal comments relating to the potential impact of this scheme on the highway network, it is considered that the proposal will not give rise to any transport or highway impacts.

Moreover, it is considered that the proposed access road of Northfield Road, including a turning area, and the provision of 8 parking spaces (2 per dwelling) and 2 visitor spaces, is acceptable in planning terms.

(b) noise impacts of the development,

Environmental Health Noise/Nuisances have been consulted on this proposal and have stated no objection. The concerns of the immediate neighbour at Kirby Manor Farmhouse are noted and it is acknowledged that the proposal would result in more noise than there currently is, given the current use of the site and the fact that this neighbour has been fairly isolated from other dwellings for a long period of time. However, the type of noise that would be associated with the proposal would be that of normal residential living, such as using private gardens and the parking of private cars, which will not result in material harm to the reasonable living conditions and well-being of this neighbour in my opinion.

It is also noted that during the construction phase of the development, there would be noise and disruption. In this respect, it is considered reasonable in my view to enforce a condition seeking the submission of a Construction Method Statement prior to the commencement of

development, which will need to consider how the proposal will be constructed and mitigate potential disturbance to this nearby property.

Overall, in the absence of a formal objection from the Environmental Health Officer and taking the CMS condition into account, it is considered that the proposal would not generate harmful amounts of noise in my view.

(c) contamination risks on the site,

Based on the evidence submitted, it is considered that there is a potential for land contamination risk on site. Following consultation with the Council's Environmental Health officer, it was deemed that a Phase 1 report would be required should be enforced via condition. The agents have suggested within their cover letter that a condition would be appropriate so long as it does not prevent the granting of prior approval. Therefore, it is reasonable to enforce pre-commencement conditions that sees a full Phase 1 risk assessment carried out prior to the beginning of works.

(d) flooding risks on the site,

The application site is situated within Flood Zone 1, the zone of lowest risk. No response has been received from the Environment Agency. The planning statement considers flooding in the following way:

"It is intended that surface water from roofs should be directed into storage tanks for irrigation of the garden in the summer months or into soak-aways to mimic the natural discharge of water into the ground- thereby reducing the risk of flash flooding. Additionally, the use of permeable materials on the surfaces of the new access drive and hardscape around the new dwelling (gravel & pavers with grassed spaces) will contribute towards the avoidance of water runoff".

Overall, it is considered that the proposal would not result in flood risk impacts.

(e) whether the location or siting of the building makes it otherwise impractical or undesirable for the building to change from agricultural use to a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order,

The Planning Practice Guidance on this specific matter in relation to location is stated below:

"The permitted development right does not apply a test in relation to sustainability of location. This is deliberate as the right recognises that many agricultural buildings will not be in village settlements and may not be able to rely on public transport for their daily needs. Instead, the local planning authority can consider whether the location and siting of the building would make it impractical or undesirable to change use to a house.

"Impractical or undesirable are not defined in the regulations, and the local planning authority should apply a reasonable ordinary dictionary meaning in making any judgment. Impractical

reflects that the location and siting would “not be sensible or realistic”, and undesirable reflects that it would be “harmful or objectionable.

When considering whether it is appropriate for the change of use to take place in a particular location, a local planning authority should start from the premise that the permitted development right grants planning permission, subject to the prior approval requirements. That an agricultural building is in a location where the local planning authority would not normally grant planning permission for a new dwelling is not a sufficient reason for refusing prior approval.

There may, however, be circumstances where the impact cannot be mitigated. Therefore, when looking at location, local planning authorities may, for example, consider that because an agricultural building on the top of a hill with no road access, power source or other services its conversion is impractical. Additionally, the location of the building whose use would change may be undesirable if it is adjacent to other uses such as intensive poultry farming buildings, silage storage or buildings with dangerous machines or chemicals”.

With respect to the formal comment received from the Highway Authority, based on the above guidance set out in the PPG, the LPA cannot consider sustainability and use it as a reason to withhold Prior Approval. The consideration is whether the location or siting of the building would be impractical or undesirable to be used for residential purposes.

In my view, taking the impractical consideration first, the application site is within proximity to 2 existing residential properties, which will have access to utilities and will likely use private vehicles for most of their journeys. The existence of these 2 dwellings and the relatively short distance to Ashwell is such that, in my opinion, the proposed development would not be impractical for the purposes of Class Q.

Taking the undesirable consideration next, the proposal would be adjacent to other residential dwellings, farm buildings and wider farmland. This is not uncommon for rural parts of the district and considering the PPG guidance, the dwellings would likely not be subject to impacts from *intensive poultry farming buildings, silage storage or buildings with dangerous machines or chemicals*. Moreover, the scheme has been well-designed to provide a high quality standard of living and amenity for future occupiers. Therefore, it is my view that the proposed development would not be undesirable for the purposes of Class Q.

In my opinion, the proposed development would not result in:

An unacceptable impact upon the natural environment or the character of the area.

An unacceptable impact upon the amenity of present/future occupiers and neighbouring properties.

(f)the design or external appearance of the building and

The planning statement proposes to retain and enhance the agricultural characteristics of the existing barn with regards to form and design. The planning statement makes the following comment in this respect:

"We propose using a combination of external timber cladding with natural and black stained finishes, complemented by red brick-coloured render for the walls. This approach aims to preserve the barn-like quality of the structures while introducing material finishes that are sympathetic to the new domestic use and its future occupants.

The existing cementitious or plastic roofing materials will be replaced with a combination of a new zinc roof in a natural matte finish and slate tiles. New windows and doors have generally been specified as high-spec double-glazed aluminium, either in light grey to match the new zinc roofing or dark grey to complement the proposed slate tiled roofs.

These proposals may be considered to be logical and appropriate and an enhancement of the appearance of the existing buildings, which are now in a state of some disrepair."

The Parish Council have considered that the use of red brick to be inappropriate in this context compared to the Arlesey whites used on the existing buildings and neighbouring dwellings. The proposed materials were approved under the previous application ref: 23/02338/PNQ which therefore gives weight to this proposal. In any case, I do not consider that the use of red brick on this proposal would be overly harmful to the character of the area.

The external appearance of the buildings would not appear overly domestic and is considered acceptable.

(g)the provision of adequate natural light in all habitable rooms of the dwellinghouses, and the provisions of paragraph W (prior approval) of this Part apply in relation to that application.

All habitable rooms would benefit from natural light. The proposal would comply with the above criterion.

Other matters

The parish council have requested for a condition to restrict access of the farm track which runs adjacent to the top and side of the neighbouring dwelling to the south. However, the proposal only shows access from two access points to the north and south and no access from the field to the east. The southern access is in essence a private driveway serving Unit 1. As such, I do not consider that a condition would be necessary. The parish council did not provide any further clarification before the expiry date of the application.

4.4 **Conclusion**

- 4.4.1 The proposed conversion of the existing agricultural builds to provide 8 residential units (2 x 2bed, 5 x 3bed and 1 x 4bed) with all associated building works, would comply with the criterion set out under Class Q, Part 3, Schedule 2 of the General Permitted Development Order as amended.

5.0 Recommendation

- 5.1 That prior approval be given, subject to the following conditions and informatives.

1. The development hereby permitted shall be completed before the expiration of 3 years from the date of this decision notice.

Reason: As required by the Town and Country Planning (General Permitted Development) Order 2015, Schedule 2, Part 3, Class Q.

2. Prior to occupation, each of the proposed eight new dwellings, (or parking spaces associated with each dwelling), shall incorporate an Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

3. No development approved by this permission shall take place until the following has been submitted to and approved in writing by the Local Planning Authority:
 - o A Phase 1 Desk Study report documenting the ground conditions of the site with regard to potential contamination;
 - o A Phase 2 Site Investigation (where shown as necessary the Phase 1 Desk Study);
 - o A Phase 3 Remediation Scheme (where shown as necessary by the Phase 2 Site Investigation)

All such work shall be undertaken in accordance with BS:10175:2011 or other appropriate guidance issued by the regulatory authorities. The work shall be sufficient to ensure that measures will be taken to mitigate any risks to human health and the wider environment.

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

4. Prior to any permitted dwelling being occupied a validation report shall be submitted and approved in writing by the Local Planning Authority to demonstrate the effectiveness of any agreed Remediation Strategy. Any such validation shall include responses to any unexpected contamination discovered during works.

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

5. Full details of a construction method statement and environmental management programme for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works or development (including any pre-construction or enabling works). The construction project shall thereafter be carried out in complete accordance with the approved phasing programme unless otherwise agreed in writing by the Local Planning Authority. The phasing programme shall include the following elements:
- i) Hours of construction operations including times of deliveries and removal of waste;
 - ii) Measures to minimise dust, noise, machinery and traffic noise impacts during construction;
 - iii) Site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning areas;
 - iv) The location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
 - v) Screening and hoarding details, to protect neighbouring residents;
 - vi) End of day tidying procedures to ensure protection of the site outside the hours of construction. The construction activities shall be designed and undertaken in accordance with the code of best practice set out in British Standard 5228 1997 and with the agreed details unless otherwise agreed in writing by the Local Planning Authority;
 - vii) Wheel washing facilities for construction vehicles leaving the site;
 - viii) Storage and removal of building waste for disposal or recycling;

Reason: To ensure the correct phasing of development in the interests of minimising disruption nearby residents during construction, minimising any environmental impacts, in the interests of highway safety and amenity.

6. Details and/or samples of materials to be used on all external elevations and the roof of the converted buildings 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.

Informative/s:

EV CHARGING POINT SPECIFICATION INFORMATIVE:

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).

- o A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed determination 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.

Signed  Anne McDonald	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Determining Officer Date: 20 January 2025	