DELEGATED FILE NOTE

CASE OFFICER: …Sam Dicocco……

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
18/00968/FP	Erection of 1no. three bedroom, 1no. two bedroom semi detached dwellings, with provision of on site car parking and associated ancillary works.	Land Adjacent To 26 Morton Street Royston Hertfordshire

Submitted Plan Nos
Location Plan 24-17.4 24-17.2 Rev B

1.0 Policies

LP8	Development in Towns
LP26	Housing Proposals
LP55	Car Parking Standards
LP57	Residential Guidelines and Standards
SECN5	Delivering sufficient supply of homes
SECN9	Promoting sustainable transport
SECN11	Making effective use of land
SECN12	Achieving well-designed places
XD1	Sustainable Design
XD3	Protecting Living Conditions
SPDDS	Design Supplementary Planning Document
SPDVP	Vehicle Parking at New Development
XT2	Parking

2.0 **Site History**

2.1 03/00404/1 – Detached two bedroom dwelling with detached garage and formation of vehicular access (as amended by plan received 25/06/2003) - Conditional Permission 28/07/2003

2.2 03/00823/1 – Detached two bedroom dwelling and formation of vehicular access (as a variation to planning permission referenced: 03/00404/1 granted 28/07/2003)

2.3 05/00963/1 – Erection of two storey building to provide two 1 bedroom flats and two 1 bedroom studio flats, four associated car parking spaces and ancillary works as amended by drawings No 561/F/01 Rev A received 20/07/2005 – Refused 25/08/2005

2.4 07/02783/1 – Detached 4 bedroom dwelling with detached double garage. New access onto Morton Street. 1.1m high railings along front boundary. (As amended by plans received 17th November 2009.) – Conditional Permission 14/05/2009

2.5 16/01422/1 - Detached 4 bedroom dwelling with detached double garage. New access onto Morton Street. 1.1m high railings along front boundary – Conditional Permission 21/12/2016

2.6 17/04325/FP - Two detached dwellings and on site parking – Withdrawn 13/04/2018

3.0 **Representations**

3.1 Waste and Recycling – No objection subject to conditions

3.2 Network Rail – No objection

3.3 Environmental Health Land Contamination and Air Quality – No objection subject to conditions

3.4 Hertfordshire County Council as Highways Authority – Objection overcome by subsequent amendments subject to conditions

3.5 Royston Town Council – Objection by reason of overdevelopment of the site

3.6 Environmental Health Nuisance – No response

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The site lies within the settlement of Royston. The plot is a roughly triangular shaped piece of land on the west side of Morton Street, near the junction with Queen Street, adjacent to the railway line. The site is very overgrown, with a line of Lime trees along the front boundary. The site measures approximately 16m at its deepest, narrowing to approximately 11m before narrowing more steeply to a point at the north most part of the site.

4.1.2 The dominant character of the area is Victorian residential properties with strong architectural detailing. There is a row of Victorian terraces opposite the site, and some Victorian villas further up the road. The buildings within the surrounding area are two storey in nature, with pitched roofs and gabled ends. Buildings vary in terms of the orientation of the pitched roofs with gabled elevations. There is a relatively well set

building line on both sides of the street. In terms of spacing between properties, buildings are usually well spaced on at least one side of the building.

4.2 **Proposal**

4.2.1 The application seeks planning permission for the erection of a pair of two storey semi-detached dwellings. The larger of the dwellings would be three bedroom, with the smaller hosting two bedrooms. The dwellings would host pitched roofs with front and rear facing gabled elevations. The dwellings would be linked at first floor level with a shared alleyway at ground floor level. The link would host a flat roof. The dwellings would host bay windows and chimney stacks to either flank elevation.

4.3 **Key Issues**

Principle

4.3.1 The site lies within the town of Royston, which, in accordance with policy 8 of the Saved Local Plan, is promoted for development opportunities. Furthermore, the principle residential development of the plot has been agreed within the extant permission for the erection of a single dwelling on the site under application referenced 16/01422/1. As such, subject to an assessment of all other relevant policy considerations, the principle of the proposed residential development of the site is accepted.

Design, character and context

4.3.2 Policy 26 of the Saved Local Plan suggests housing proposals within residential areas would be approved if acceptable in that location within the environment and character of the existing area. Furthermore, policy 57 of the Saved Local Plan guides that residential development should have regard to the sites surroundings and be of good quality design, among other guidelines. These policy considerations are backed by the provisions of section 12 of the National Planning Policy Framework in regards to requiring good design. Great weight is afforded to the fall-back position of extant permission referenced 16/01422/1.

4.3.3 The dwellings would be cited as such to not appear incongruously close to the street in the context of the street. The size, height and bulk of the resultant building would not appear out of character with the existing street scene. Care has been given to the architectural detailing of the proposed dwellings to reflect and respect the character of the surrounding area. The presence of brickwork detailing, materials, window detailing, bay windows and chimney stacks would result in a building which respects the sites surroundings. It is not considered that the height of the proposed dwellings, at approximately 9m, would appear incongruous by reason of the spacing from other dwellings.

4.3.4 No details have been provided in regards to landscaping other than the proposed site plan 24-17.2 Rev B which shows some tree retention and removal along the front boundary. This differs from the extant permission in terms of detailing of existing trees, tree removal and tree retention. Whilst there is no objection to the removal of trees along the front boundary, and tree retention to screen parking is advisable, it is considered that further details or existing and proposed landscaping works is required prior to the commencement of the proposed development. Such details should include existing trees and landscape features, existing features to be removed, proposed landscaping features (hard and soft) as well as tree protection measures. Further to this, it is considered that outdoor storage would be required for residents to store residential paraphernalia off-season as well as landscaping tools. It is considered a

separate condition could require details of outdoor storage facilities required with the proposed dwellings.

4.3.5 The proposed dwellings, as amended within this re-submission application, are considered to be of high quality, considered design which respects the character of the sites surroundings. It is considered that the proposed features which make the proposed development acceptable should be protected from future potential development within the Town and Country Planning (General Permitted Development) Order 2015 (as amended). As such, permitted development rights under classes B, D and G of Schedule 2, Part 1 of the Order be restricted by way of condition if minded to approve the proposed scheme.

Impact on adjoining premises

4.3.6 Considering the distance of the plot from adjoining built form, it is not considered that the additions would cause undue harm to the living conditions of adjoining occupiers in terms of loss of light or dominance. Turning to loss of privacy, No.26 Morton Street hosts a small private rear garden, and a semi-private side garden. On balance, it is not considered that the proposed first floor windows within the flank wall facing No.26 Morton Street would result in such perception of overlooking to be considered detrimental to the living conditions of the occupiers. Notwithstanding this, it is considered necessary to condition the first floor windows within south facing flank the proposed dwelling be obscure glazed and non-opening unless 1.7m above the finished floor level of the room which it serves. Factoring the extant permission on the site, it is considered that the proposal would not fundamentally or perceivably alter the existing light, privacy and outlook enjoyed by the occupiers of the adjoining premises.

Living conditions of future occupiers

4.3.7 The internal space within the dwellings is considered sufficient to provide a good quality of life to future occupiers. Guideline 8 of policy 57 of the Saved Plan suggests, as a rough guide, provision of 75 square metres private amenity space. Considering the age of this policy, and the recent movement in regards to provision of private amenity space, this figure is afforded little weight. The external amenity space to be provided is considered sufficient to meet the needs of future residents.

4.3.8 The proposed development would afford approximately 33 square metres of private amenity space to the 2 bedroom dwelling and approximately 43 square metres of private amenity space to the 3 bedroom dwelling. It is considered that the proposed amenity space provision is tight, and not strictly in compliance with Guideline 8 of Policy 57 even when considering the age of the policy and recent reduction in private amenity requirements in modern developments. It is considered that the amenity space should be protected from intrusion possible under the Town and Country Planning (General Permitted Development) Order 2015 (as amended), and thereby, permitted development rights under Class E and Class A should be removed by way of condition if minded for approval.

4.3.9 The 3 bedroom dwelling proposed complies with internal space standards as set out within the statutory guidance *"Technical housing standards – nationally described space standard"* and thereby complies with Guideline 5 of Policy 57 of the Saved Local Plan. The 2 bedroom dwelling, despite amendments to increase its size, is marginally short of the above referenced standards for a 2 bedroom 2 storey dwelling.

Highways and parking

4.3.10 Hertfordshire County Council as Highways Authority have responded to consultation holding no objection to the amended access and parking layout details subject to conditions. Those conditions have been reviewed and are considered acceptable in line with the policy provisions of the development plan.

4.3.11 The Vehicle Parking at New Development SPD suggests provision of 2 vehicular parking spaces per dwelling, with between 0.25 and 0.75 visitor spaces per dwelling and 1 secure covered cycle parking space per dwelling. The proposal would provide 4 on-site parking spaces. While the spaces would not be accessible to access and egress in forward gear, HCC as Highways Authority would not object to this in terms of highway safety. While this provision does not include a visitor parking space, there is flexibility in the Vehicle Parking at New Development SPD for reductions in visitor parking requirement for small numbers of residential units. It is not considered that the slight under-provision would have a considerable impact on the safe use of the highway factoring in the parking restrictions on the street.

4.3.12 The proposed plans do not show any provision of outdoor storage which could be utilised for covered secure cycle storage. This requirement could be resolved by way of the previously recommended condition regarding outdoor storage details to be provided and implemented prior to occupation of the dwellings.

The planning balance

4.3.13 The proposed development is not strictly in full accordance with the development plan, in terms of provision of private amenity space and internal space standards. Both of these technical non-compliances are marginal and on-balance in terms of providing space to meet the reasonable requirements of future occupiers. Furthermore, the most important policies applicable to the proposed development (housing) are out-of-date, and thereby, the presumption within paragraph 11 d) should be applied. It is not considered that the harm identified in regards to internal space standards and provision of private amenity space would significantly and demonstrable outweigh the benefits of the proposal in terms of the provision of housing (social) and employment and use of local facilities (economic).

Constitutional matters

4.3.14 Following the objection from Royston Town Council, the ward councillors were notified for a period of 5 days giving the opportunity to support the Town Councils objection and have the item heard at committee. Following discussions, neither of the ward councillors wished to support the Town Councils objection. As a result, the recommendation, contrary to the Town Councils objection, can be processed under delegated powers.

4.4 **Conclusion**

4.4.1 The proposed development would be largely in accordance with the policy provisions of the development plan, in terms of being high quality design, maintaining the character of the sites surroundings, respecting the living conditions of the occupiers of adjoining premises and providing sufficient parking and access commensurate to the use and size of the resultant buildings on the site. Where the proposal would fail to accord with the applicable policies in the development plan, in sufficient internal and private amenity space provision, the harm that would result would not significantly and demonstrably outweigh the benefits of the proposal. As such, it is considered that, on-balance, the proposed development should be granted subject to conditions.

5.0 **Recommendation**

5.1 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. Before the occupation of any of the dwellings hereby permitted, the car parking facilities shown on the approved plan shall be marked out and made available, and shall thereafter be kept available solely for the parking of motor vehicles.

   Reason:To ensure the provision of satisfactory car parking facilities clear of the public highway to meet the needs of the development.

5. 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, D, E and G 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 and in the interest of maintaining sufficient private amenity space for the occupiers of the dwellings.

6. Notwithstanding the plans hereby approved, further landscape details must be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the dwellings hereby approved. The further landscaping details shall consist of annotated plans detailing 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) protection details for any existing vegetation to be retained

The details approved by way of this condition shall subsequently be implemented on site prior to the occupation of the dwellings hereby approved, or in the next planting season following occupation, and any trees, shrubs or vegetation to be planted or retained which die or are otherwise removed within 5 years of the occupation of the dwellings hereby approved shall be replaced in the next planting season, unless otherwise agreed in writing by the Local Planning Authority.

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

7. Prior to the occupation of the dwellings hereby approved, elevational and plan details of external storage facilities to include provision for external residential paraphernalia and landscaping tools and secure covered bicycle stores within the rear gardens shall be submitted to and approved in writing by the Local Planning Authority. The details approved by way of this condition shall subsequently be implemented on site prior to the occupation of the dwellings hereby approved.

Reason: To ensure provision of outdoor stores to promote use, resulting in a high level of design which would respect the character of the sites surroundings and promote the use of alternative sustainable transport.

8. The window(s) at first floor level on the south elevation of the development hereby permitted shall be permanently glazed with obscure glass.

Reason:To safeguard the privacy of the occupiers of the adjacent dwelling.

9. Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number 24-17-2 A. 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.

10. Prior to the first occupation of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan number 24-17.4. The 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.

11. 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.

12. 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.

    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.

13. If the Local Planning Authority is of the opinion that the report which discharges condition 12, 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.

    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.

14. 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 13, above; has been submitted to and approved by the Local Planning Authority.

    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.

15. 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 14 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.

    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.

16. Any contamination, other than that reported by virtue of condition 12 and 13, 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.

17. Prior to occupation, the residential property (Plot B) shall incorporate an Electric Vehicle (EV) ready domestic charging point and the nearest parking space (P1) to Plot B shall belong to Plot B.

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.

18. Prior to occupation, full details (plans and elevations) of the on-site covered storage facilities for waste including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins will be stationed and walk distances for residents including the specific arrangements to enable collection from the kerbside of the adopted highway/ refuse collection vehicle access point [or within 15m]. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity.

19. All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. In the absence of detailed plans all soakaways must be located so as to discharge away from the railway infrastructure.

Reason: the safety, operational needs and integrity of the railway.

20. The developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

Reason: The safety, operational needs and integrity of the railway.

21. Armco or similar barriers must be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Given the number of vehicle movements likely provision should be made at each turning area/roadway/car parking area adjacent to the railway.

Reason: The safety, operational needs and integrity of the railway.

22. Prior to the commencement of the development hereby approved, a method statement, to include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan must be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail's Asset Protection Project Manager. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject

to a minimum prior notice period for booking of 20 weeks. The development must subsequently be constructed in accordance with the method statement approved through this condition.

Reason: The safety, operational needs and integrity of the railway.

23. Prior to the installation of any proposed external lighting associated with the development hereby permited, full details of said external lighting associated with this development proposal shall be submitted to any approved in writing by the Local Planning Authority in conjunction with Network Rail. Such works shall thereafter be carried out in completed accordance with the approved details or particulars unless otherwise agreed in writing by the Local Planning Authority.

Reason: The safety, operational needs and integrity of the railway.

24. Prior to the commencement of the development hereby permitted full details of a noise survey and mitigation scheme to minimise the noise impact of road and train traffic from the surrounding area on future occupiers of the residential development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. All approved noise mitigation measures shall be implemented on site, in accordance with the approved details or particulars, prior to the first occupation of the residential apartments hereby permitted and thereafter retained and maintained to the satisfaction of the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect living conditions of future occupiers of the residential development hereby permitted.

Proactive Statement:

1. 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.

Informative/s:

1. Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration.
Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx or by telephoning 0300 1234047.

2. 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 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).
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

3. o Paragraph 120 of the NPPF which refers to the effects (including cumulative effects) of pollution on health, the natural environment or general amenity.
o The aim of Section 4 'promoting sustainable development' of the NPPF, which includes in paragraph 35 'developments should be designed where practical to incorporate facilities for charging plug-in and other ultra low emission vehicles'.
o HCC Local Transport Plan (LTP3) 2011-2031 which includes an aim 'to reduce transport's own contribution to greenhouse gas emissions and improve its resilience'.
o It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document, which is referenced within the current consultation version of the Local Plan.
o The assessment of reasonable is based on the submitted site plan which identifies a dedicated car parking space located immediately adjacent to the dwelling on Plot B. This means that the approximate costs for installing appropriate cabling to a new build property would be expected to be approximately £300.00 and installation of a wall-mounted point approximately £300.00.

4. We already collect from this street, so access should not be an issue. But we would like to know there will be enough space for bin storage and presentation, as the plans are not specific on this.

Separate internal storage provision for waste should be provided in kitchen areas to support the recycling of different waste streams to support the National Planning Policy for Waste's requirements to support driving waste up the waste hierarchy.

The surface to the collection point should be uninterrupted, level with no gravel or similar covering, and have a width to enable the easy passage of wheeled bins. For two-wheeled bins this should be 1 metre wide (including doorways), with a maximum gradient of 1:12.

It is noted that in many areas residents are expected to pull bins past parking bays. This is not recommended and often leads to bins being left out on the pavements or grassed areas. The parking bays end before the bend in the road that joins Morton Street to Green Street, so presentation of the bins away from the parking bays would be best.

For houses, bins should be ordered direct from the Council's contractor 2 weeks in advance of first occupation to ensure they arrive in time for the first residents moving in.

Pull distances to the collection vehicle should not exceed 15m in accordance with BS5906:2005.

The applicant should note that collections occur from the kerbside and residents will be required to present their bins in this location on collection day.

Further advice on waste provision for developments is available on our website. http://www.north-herts.gov.uk/home/planning/waste-and-recycling-provision

5. All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

6. All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

7. Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

8. Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures or felling of trees near to the operational railway infrastructure (especially in this location where high voltage overhead lines are present) must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence.

9. The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the

operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

10. The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

11. All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Signed  Tom Rea Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 5 October 2018	