

<u>Location:</u>	Former Norton School Playing Fields to The North of Principal Court Letchworth Garden City Hertfordshire
<u>Applicant:</u>	Mr Dick Bowler
<u>Proposal:</u>	Outline planning application (all matters reserved) for the erection of up to 45 dwellings.
<u>Ref. No:</u>	18/02913/OP
<u>Officer:</u>	Sam Dicocco

Date of expiry of statutory period: 31/01/2019

Submitted Plan Nos: A108277NRSP01; A108277_SK006 Rev P1 (indicative only, not to function as an approved drawing); A108277_SK005 (indicative only, not to function as an approved drawing).

Extension of statutory period: 26/03/2021

Reason for Delay: Prolonged negotiations between land-owner, owner of adjacent footpath to the north, and Hertfordshire County Council Highways in respect to pedestrian permeability and accessibility. Length of time taken to organise and formalise S106 where applicant is also, in part, service delivery departments for which obligations are sought.

Reason for referral to Committee: The development is residential development with a site area of 0.5 hectares or greater (1.88 Hectares)

1.0 **Relevant History**

- 1.1 None relevant for the site itself. The following is relevant history for the site immediately to the south:
- 1.2 04/00199/1 - Residential development of a total of 53 dwellings comprising full details of the conversion of existing (original) school building into 28 units and erection of 10 x 2 bed flats, and outline application for 4 x 1 bed flats, 5 x 2 bed houses, 2 x 3 bed houses and 4 x 4 bed houses (design, external appearance and landscaping reserved), 80 car parking spaces, children's play area and ancillary works, formation of new access onto Norton Road following closure of existing accesses and demolition of remainder of school buildings. – Conditional Permission 08/08/2006

- 1.3 06/02029/1 - Erection of 14 no. affordable housing units consisting of 2 no. three bedroom houses, 4 no. two bedroom houses, 4 no. two bedroom flats and 4 no. one bedroom flats and associated infrastructure. – Conditional Permission 06/12/2006
- 1.4 06/02031/1 - Approval of design and external appearance of 2 x 4 bedroom detached dwellings and 2 x 5 bedroom linked detached dwellings and associated garaging and parking (pursuant to outline planning permission no. 04/00199/1). – Conditional Permission 24/10/2006

2.0 **Policies**

2.1 **North Hertfordshire Local Plan No.2 with Alterations**

Policy 8:	Development in Towns
Policy 16:	Areas of Archaeological Significance and other Archaeological Areas
Policy 21:	Landscape and Open Space Patterns in Towns
Policy 26:	Housing Proposals
Policy 29A:	Affordable Housing for Urban Local Needs
Policy 51:	Development Effects and Planning Gain
Policy 55:	Car Parking Standards
Policy 57:	Residential Guidelines and Standards
Policy 58:	Letchworth Garden City Design Principles

2.2 **National Planning Policy Framework**

SECT 5	Delivering a sufficient supply of homes
SECT 9	Promoting sustainable transport
SECT11	Making effective use of land
SECT12	Achieving well-designed places
SECT 16	Conserving and enhancing the historic environment

2.3 **Supplementary Planning Documents**

Design Supplementary Planning Document
Vehicle Parking at New Developments
Guidance for Planning Obligations Supplementary Planning Document

2.4 **North Hertfordshire Draft Local Plan 2011-2031**

This report considers and takes account of the Emerging Local Plan policies as modified by the Local Plan Examination Inspector. The Inspectors Schedule of Modifications for the Emerging Local Plan was published on 19th November 2018.

The modifications were considered by the Councils Cabinet on 10th December, were-in the progress of the new Local Plan was noted, the range of additional documentation produced for the Examination to date under the delegated powers granted by Full Council on 11 April 2017 was noted and endorsed, and approval was granted to conduct a six-week consultation on the Inspector's proposed Main Modifications to the Plan, to include consultation on the associated sustainability appraisal as well as relevant additional documentation. The consultation on the main modifications ended 11 April 2019. Inspector letters were received and responded to in the months July through to December 2019. Hearings were scheduled for March 2020 in a letter dated January 2020, with matters, issues and questions specified. These hearings were rescheduled and ended in February 2021. Main modifications resultant from the most recent round of hearings are being produced, and will be consulted on as soon as is possible. No further hearings are considered likely. Any matters raised as a result of the consultation to take place will likely be considered under written representations.

The policies of relevance in this instance are as follows:

Section 2: Spatial Strategy and Strategic Policies

- SP1: Sustainable development in North Hertfordshire
- SP2: Settlement Hierarchy
- SP6: Sustainable transport
- SP7: Infrastructure requirements and developer contributions
- SP8: Housing
- SP9: Design and sustainability
- SP10: Healthy communities
- SP13: Historic environment

Section 3: Development Management Policies

- T1: Assessment of transport matters
- T2: Parking
- HS1: Local Housing Allocations
- HS2: Affordable housing
- HS3: Housing mix
- HS5: Accessible and adaptable housing
- D1: Sustainable design
- D3: Protecting living conditions
- D4: Air quality
- HE1: Designated heritage assets
- HE4: Archaeology
- HC1: Community facilities
- NE4: Protecting publically accessible open space
- NE7: Reducing flood risk
- NE8: Sustainable drainage systems
- NE11: Contaminated land

Section 4: Communities

LG4: Land north of former Norton School, Norton Road – dwelling estimate 45

3.0 **Representations**

3.1 **Site Notices: 27/11/2018 Expiry: 18/12/2018**
Press Notice: 22/11/2018 Expiry: 13/12/2018

Consultee responses

Waste and Recycling – No objection subject to pre-commencement condition relating to a layout issue – Officer note - condition not relevant to matters under consideration in this application.

Housing Development Officer – Concerns raised regarding affordable housing requirement regarding mix.

Landscape and Urban Design Officer – Concerns regarding number of storeys of proposed buildings, buffer planting and removal of category 'B' trees – Officer note – Scale and landscape details are not under consideration in this application beyond the scope to accommodate the development.

Environmental Health Land Contamination – No objection subject to conditions.

Lead Local Flood Authority – No objection subject to conditions.

Hertfordshire Archaeology – No objection subject to conditions.

Hertfordshire Fire and Rescue – No objection subject to obligation.

Local Highways Authority – No objection in principle subject to conditions and financial contributions

North Herts Planning Policy – No objection.

Hertfordshire Infrastructure Officer – No objection subject to financial contributions.

Sport England – Objection which could be overcome by financial contributions.

Hertfordshire Ecology – No response.

Environmental Health Noise and Other Nuisances – No response.

Environment Agency – No response.

Hertfordshire Public Rights of Way – No response.

Neighbour representations

16 neighbour representations have been received from premises adjoining the site. Furthermore, a petition has been submitted signed by 40 individuals objecting to the proposed development. The objections, on the whole, concern the vehicular access point onto Principal Court by reason of the narrow road width and on-street parking. The representations are further summarised, individually, below.

No address provided – Objection to vehicular access from Principal Court, harm through increase in transport movements causing traffic problems as a result of lack of parking on the existing residential site.

48 Principal Court – Access and road safety issues. Very significant road safety and community risk unless a completely new and bespoke access is created.

4 Principal Court – Was given assurance via solicitor from NHDC that the field and sport hall were to be refurbished and made available for a gym and football field. Parking on the street in Principal Court make the access arrangements unacceptable. Field would be greater benefit as a playing field.

39 Principal Court – Access off Principal Court is unacceptable given on street parking and narrow road.

27 Principal Court - Access off Principal Court is unacceptable given on street parking and narrow road.

8 Farm Close – Development could impact two daughters who suffer from asthma. Noise and environmental impact of works. Financial impact on property value. Increase in traffic and road safety for children, impact on local wildlife, lack of resources for schools.

Petition signed by 40 individuals – Increase in car movements harming safety for pedestrians and drivers who live in Principal Court, shortage of parking means existing road is used as a car park and the current car parking allocation in Principal Court is inadequate.

57 Principal Court – Objection to the proposed access from Principal Court. Suggests additional vehicular access onto/from Eastern Way/Farm Close or Cashio Lane/Croft Lane. Photographs of the street provided.

45 Principal Court – Additional dwellings would make parking issues worse. Access through Principal Court would cause problems. Quiet and peaceful neighbourhood disrupted and devaluation of properties.

No address provided - Impact the construction work will have on our general quality of life and how it will affect our wellbeing. Overlooking from rear of new properties onto properties in Eastern Way due to topography. Existing issues regarding flooding and maintenance of rear fence and drainage channel. Suggests the land should be turned into allotments allocated to adjoining residents.

55 Principal Court – Narrow road cannot safely cope with demands of additional traffic. Street over parking could hinder emergency vehicle access.

32 Eastern Way – Loss of rear aspect. Overlooking and loss of trees and greenery.

15 Cashio Lane – On-street parking on Norton Road and Principal Court hinders the flow of traffic. I worry that the footpath will become public, which will not only reduce the privacy of our property greatly - with increased noise and disturbance in what has always been a peaceful, quiet street - but also contribute to the rise in criminal activity in this area, which has recently proven to be an increasing problem, specifically with regards to burglaries. Devalue surrounding properties, littering countryside views. Disruption to wildlife.

23 Cashio Lane – Footpath being opened up will give further access to property, already been burgled three times. CCTV should be fitted under S106 contributions. Congestion on Norton Road. Impact on wildlife. Devalue properties in the area.

28 Principal Court – More traffic will result in dangerous road conditions.

1 Principal Court – Principal Court unsuitable as an access road. Excessive speed along Norton Road make the junction dangerous, calming measures not provided.

49 Principal Court – Concerns regarding the vehicular access and suggestion of double yellow lines along Principal Court.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

- 4.1.1 The site lies within the settlement of Letchworth Garden City and an area of Landscape and Open Space Pattern as specified in the Saved Local Plan. The site adjoins Letchworth Garden City Conservation Area to the south west, and is nearby to Croft Lane Conservation Area to the north east. There are some Listed Buildings nearby (Grade II Treetops and Grade II Croft Corner) to the east and north east. The site contains a building formally utilised in association with the former school building to the south of the site and is otherwise a vacant former playing field. The site is largely flat in terms of topography.

- 4.1.2 The sites surroundings are residential in nature. Immediately to the south of the site sits Principal Court, a residential cul-de-sac formed around a converted school building. Principal Court is relatively high density, albeit sensitively designed around Letchworth Garden City design principles. The dwellings and flats within the cul-de-sac are two storeys in nature.
- 4.1.3 To the east and south west of the site sit relatively low-density dwellings, all two-storey in nature, on Croft Lane and within Eastholm Green. The dwellings in Eastholm Green are exemplars of LGC design principles, while those along Croft Lane are more mixed and relatively modern. To the west and north of the site lie the moderately dense residential areas of Eastern Way and Farm Close. The dwellings are two storey in nature, with a consistent design mix of materials and property types (terraced and semi-detached).

4.2 **Proposal**

- 4.2.1 The application seeks outline planning permission for the erection of up to 45 residential dwellings within the site with all matters reserved. The dwellings are indicatively stated within the application form, and indicative site plans and indicative elevations have been provided to assist in the decision.

4.3 **Key Issues**

Preliminary matters

- 4.3.1 The application is for outline planning permission with all matters reserved. The matters reserved for future consideration are access, appearance, scale, landscaping and layout. Whilst these matters are reserved for later consideration, indicative details have been received to assist in deciding this application. The considerations of access, appearance, scale, landscaping and layout remain relevant, however, only to the extent that the site may be capable of accommodating the proposed development in the context of these considerations.

Principle

- 4.3.2 The site lies within a Landscape and Open Space Pattern area as allocated by the Saved Local Plan (SLP). In accordance with policy 21 of the Saved Local Plan, the Council would normally refuse development proposals which would have a significant impact on the character, form, extent and structure of the pattern. Further to this, and only where the development achieves the initial test, the policy requires development to retain the pattern through appropriate landscape and open space provision and quality of design; manage appropriate land for open spaces; encourage positive use and management of formal and informal recreation; and encourage small scale environmental improvements.

- 4.3.3 Whilst some flexibility is built into this policy, through the word 'normally', it cannot be said that the proposed development would not have an impact on the character, form, extent and structure of the pattern of the site as a designated landscape and open space. The proposal thereby conflicts with the aims of policy 21 of the SLP.
- 4.3.4 Other than the conflict with policy 21, the proposed residential development of the site is supported by the SLP. The development is supported by policy 8 of the SLP by being positioned within the settlement of Letchworth, where development needs of the District are directed. The site is within a Residential Area and thereby supported by policy 26 of the SLP, subject to an assessment on the impact on the environment and character of the existing area. An assessment of this part of policy 26, as well as policy 57, proportionate to the outline nature of this proposal, is set out later within this report. The proposal would provide affordable housing in excess of that required by policy 29A of the SLP.
- 4.3.5 The 2011-2031 Local Plan Proposed Submission (Emerging Local Plan (ELP)) has been submitted to the Secretary of State and is progressed as described in paragraph 2.4 of this report.
- 4.3.6 The site is identified as a proposed Local Housing Allocation under the provisions draft Policy HS1 as LG4. Paragraph 48 of the National Planning Policy Framework (NPPF) provides advice on weight which might be given to emerging policy having regard to:
- a. The stage of preparation the plan has reached;*
 - b. The extent of unresolved objections; and*
 - c. The extent to which the proposed new policies are consistent with the NPPF.*
- 4.3.7 The plan is well advanced, with the issuing of modifications and subsequent multiple hearings. No further hearings or unresolved objections are considered outstanding on those matters, issues and questions would not impact the sites allocation. The issued modifications considered representations made against the plan and resolve such issues. Allocation LG4 has been modified to remove the requirement for re-provision of the loss of open space as the site is not open to the public. The modification has not been raised as an issue beyond written representations. The modification is subject to an objection from Sports England. It is considered that the policies within the ELP which the site would rely upon for any support are consistent with the NPPF.
- 4.3.8 The site is allocated in policy HS1 as LG4, for the provision of an estimated 45 homes. The policy stipulates that the development hosts appropriate access arrangements to minimise impact upon Croft Lane Conservation Area; addresses existing surface water flood risk through SUDs or other appropriate solution, particularly on the western boundary of the site; is sensitively designed and/or lower density housing where the site affects the setting of surrounding heritage assets; and an archaeological survey is to be completed prior to development. These matters are considered later within this report, in line with specific professional advice sought from consultees, however, the principle of residential development of the site draws support from the ELP.

Access

- 4.3.9 Whilst access is reserved by this application, it is necessary in establishing the principle of the development of the site, that the means of access is assessed in-so-far as to whether the site would be capable of accommodating the proposal. Access is defined within the Town and Country Planning (Development Management Procedure) Order 2015 (as amended) ("GPDO") as *"the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network"*.
- 4.3.10 Further interpretation of this consideration can be found within policy T1 of the ELP. Policy T1 is considered consistent with the NPPF, and states that permission will be granted provided that the development would not lead to highway safety problems or cause unacceptable impact on the highway network. The policy continues to state that sustainable transport infrastructure measures and improvements will be sought. The proposal does not meet the policy threshold for a transport statement, however the applicant must demonstrate how, as far as practicable, the proposed scheme would be served by public transport; provide safe, direct and convenient routes for pedestrians and cyclists, and be comprehensively integrated into the existing pedestrian and cycle, public transport and road networks.
- 4.3.11 Means of vehicular access has been raised multiple times within neighbour representations made through the duration of the consideration of this application. Representators believe that the use of Principal Court as a means of vehicular access would harm the safe use of the highway. Existing occupiers of Principal Court are concerned about existing on-street parking within Principal Court resultant from stated under-provision of on-site parking.
- 4.3.12 The site allocation requires appropriate access arrangements to minimise impact upon Croft Lane Conservation Area.
- 4.3.13 The means of vehicular access proposed is via Principal Court. Principal Court ends abruptly at a gate closing off the site of the proposed development. This point of vehicular access is seemingly natural and the formation of Principal Court, in terms of the access, appears intended to extend onto the former playing fields. The application has been supplemented by a Transport Assessment which has revealed, without contestation from Hertfordshire County Council as Local Highways Authority, that the means of vehicular access could accommodate associated transport movements with up to 45 dwellings without harm to the safe use of the highway.
- 4.3.14 Hertfordshire County Council as Highways Authority consider that, subject to conditions and legally secured contributions, that the transport impact could be sufficiently mitigated. The mitigation would be borne through the following improvements, provided by way of S278 and S106 agreements:

S278

Provision of pedestrian dropped kerbs / tactile paving at crossings between Croft Lane and Eastern Way/ Cashio Lane

Tactile paving provision at the roundabout of the Norton Road / Wilbury Road / Eastholm/Norton Way North

Provision of dropped kerbs and tactile paving on each side of Croft Lane where it joins with Cashio Close and Eastern Way

Provision of Kassel kerbing, shelter (with bench) at the nearest bus stop located along Eastern Way (Farm Close stop)

Potential mitigation measures to improve cyclists' safety at the roundabout of Norton Road/Wilbury Road/Eastholm/Norton Way North

S106 contributions towards

To form a sustainable corridor between Stevenage and Letchworth Garden City by upgrading existing cycling infrastructure, improving the public realm in villages on B197 as well as ensuring bus priority (Package 6 of the North Central Hertfordshire Growth and Transport Plan)

And/or

To provide improved sustainable connections by supporting a more frequent bus connection as well as a cycling facility between north Letchworth Garden City and the town centre (Package 12 of the North Central Hertfordshire Growth and Transport Plan)

- 4.3.15 The site contains a point of pedestrian access onto Cashio Lane, and will provide pedestrian access up to the point of the site where it connects with a footpath to the north. These pedestrian accesses show permeability, and make best efforts to connect the site sufficiently with neighbouring residential areas and provides essential accessibility to local facilities including schools. The applicant has evidenced engagement to provide access over third party land to the north, however, have been unable to secure any access agreement. A footpath has been shown from the site up to this third party land, and could be implemented in a way which would allow access over this land if it is achievable in the future.
- 4.3.16 The means of access, both pedestrian and vehicular, would cause no harm to Croft Lane Conservation Area. The means of access would, subject to mitigating conditions and planning obligations, be able to accommodate the development proposed without harm to the safe use of the highway and successfully connect the proposed dwellings to essential facilities without the requirement for independent vehicles. As such, it is considered that the means of access would be capable of accommodating up to 45 dwellings in a sustainable fashion.

Appearance

- 4.3.17 Appearance “means the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture” (GPDO). No objections have been raised from neighbouring premises in this regard. The most relevant site-specific criterion to this matter is that the development be sensitively designed and/or lower density housing where the site affects the setting of surrounding heritage assets.
- 4.3.18 Appearance is clarified within policy 57 and 58 of the SLP, policy D1 of the ELP and the Design Supplementary Planning Document. Generally, the policies aim for the design of buildings or places to reflect the character of the sites surroundings. The SPD and Policy 58 of the SLP goes into more detailing as to the materials used in the development of Letchworth Garden City and their rational (particularly paragraph 196 of the SPD). Notwithstanding this, the details within these policies are not particularly relevant to this application, as this detail is a reserved matter. The policy basis is only important in that it would remain possible to achieve the desired appearance on the site with the proposed development.
- 4.3.19 The indicative elevations show some quite desirable buildings in terms of appearance. Given the amount of good quality design buildings in the immediate surroundings of the site, it is considered that the proposal would be more than capable of accommodating buildings of an appropriate appearance in any future reserved matters application.

Landscaping

- 4.3.20 Landscaping is defined as “*the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes -*
- (a) *screening by fences, walls or other means;*
 - (b) *the planting of trees, hedges, shrubs or grass;*
 - (c) *the formation of banks, terraces or other earthworks;*
 - (d) *the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and*
 - (e) *the provision of other amenity features.”*

- 4.3.21 Policy NE1 of the ELP advises that proposals would be granted so long as they do not cause unacceptable harm to the character and appearance of the surrounding area taking account of any suitable mitigation measures necessary to achieve this, are designed and located to ensure the health and future retention of important landscape features and have considered the long term management and maintenance of any existing and proposed landscaping. Policy 57 of the SLP guides that the layout of proposals should be designed to keep landscape features where possible, and proposals should take opportunities to improve the landscape of the site and its surroundings.
- 4.3.22 Some landscaping details have been provided within an indicative plan. Further landscaping details can be found within the Tree Survey Report. The site contains some trees along the boundary and around existing buildings. It is noted that the survey goes outside of the site boundary, including details of trees within and around the footpath to the north of the site. The indicative site plan shows trees to be retained at this stage. It must be noted that this is indicative, and not definitive.
- 4.3.23 The indicative retention of category B and A trees is welcomed. Further consideration should be made to the retention of category C trees and hedges where they provide natural screening and boundary treatments and are no threat or constraint to the amount of development on the site. As such, the removal of the existing trees to the west of the mathematics block could well be justified in any future reserved matters application by reason of optimising the use of the site. The retention of the natural boundary screening to the Conservation Area to the south west corner of the site will, to an extent, mitigate the harm of the development on surrounding heritage assets.
- 4.3.24 The landscaping shown in the indicative details, in terms of the planting of trees indicated at the entrance to the east footpath, along the outer and inner side of the circular access road and within the central open space shows that a good level of compensatory planting could be achieved. Further consideration of perimeter screening planting should be considered in future landscaping reserved matters applications.
- 4.3.25 As a result, it is considered that the indicative layout shows that the site could accommodate the proposed development while maintaining a fair landscape.

Layout

- 4.3.26 Layout “*means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development*”. Objections have been raised during the notification period in relation to overlooking and loss of privacy.

- 4.3.27 Layout is considered to be an important aspect of Letchworth Garden City Design Principles (policy 58 of the SLP and policy D1 of the ELP). Creating vistas, closure and accents within group design breaks the monotony of built form. Stepping of building lines with differing block designs with similar materials allows for the creation of accents. Vistas are best formed by tree lined streets and closure represented by feature buildings at key points.
- 4.3.28 The indicative layout is considered to be good quality design which encompasses to a high level the Garden City principles on which the wider settlement was founded. This is brought out by way of stepping the building line and a circular access road with central shared open space. The indicative internal layout is commended in this regard. It is not considered that the occupiers of any proposed building would suffer poor living conditions by reason of the relationship with other proposed buildings based on the indicative plan.
- 4.3.29 The indicative site plan does, at times, show a layout which may not be considered appropriate in regard the proposed buildings relationships with buildings outside the development. A particular design thorn in the site is the south east corner, whereby the garden of No.29 Cashio Lane extends further than the rear garden of neighbouring premises. Notwithstanding the proximity of side elevations of plots 09 and 10 on the indicative site plan, weight would be afforded to the existing structures in a similar location. It is considered that a reversal of the elevations of these plots buildings to host single storey garage elevations close to the boundary, no material harm would likely occur. This layout/relationship issue could be reasonably resolved in future reserved matters applications without prejudicing the nature of the development proposes.
- 4.3.30 A further concern in the proposed layout is the depth of the proposed gardens and proximity of the proposed buildings to the boundary. The approximate depth, based on the indicative plans, vary between 5m and 17m. It is not considered that 5m back to boundary distance would likely be agreeable in terms of neighbouring impact, however, this consideration would be firmed up at reserved matters stage. With configuration, it is considered that an acceptable layout, not unlike the indicative plan, would award sufficient spacing to accommodate the proposed development.

Scale

- 4.3.31 *"The height, width and length of each building proposed within the development in relation to its surroundings"* is how scale is defined in the GPDO. Again, this consideration is only covered in-so-far as to whether the site would likely be capable of accommodating the development proposed.
- 4.3.32 Scale is not directly addressed in the development plan beyond policy D1 of the ELP and policy 57 of the SLP. The scale of the proposed development should respect the character of the sites surroundings.

- 4.3.33 The indicative plans and elevations show two storey buildings. Notwithstanding this, the planning, design and access statement suggests the potential to rise to three storeys on key views and vistas (paragraph 3.1.3). It is considered that this entry in the planning, design and access statement is erroneous, as the indicative layout shows the site perfectly capable of accommodating the dwelling mix and floor space required for those dwellings over two storeys. It is not considered that three storeys would be required to accommodate the number of dwellings proposed, nor is that scale considered likely to be appropriate within the site's context.
- 4.3.34 It is not considered that the indicative dwelling mix, height, width of length of built form, or spacing between buildings, would likely be considered incongruous to the sites surroundings. As such, the proposal is likely to be able to be accommodated on the site in an acceptable scale.

Ecology

- 4.3.35 The site is not considered to be of high ecological value. That being said, policy NEx of the ELP suggests that all proposals should seek to deliver net gains for biodiversity and geodiversity, contribute to ecological networks and the water environments, and/or restore degraded or isolated habitats where possible. In this light, a financial contribution has been sought and provided within a S106 covenant to provide for ecological off-setting to achieve a net gain. It is considered necessary to include a condition for additional bat surveys to be undertaken prior-to the demolition of the existing math block and gymnasium to ensure no harm to protected species. Subject to the S106 secured contribution and condition, the development is considered to accord with the development plan in regards ecology.

Flood risk

- 4.3.36 A flood risk assessment has been provided with this outline planning application. The assessment satisfies the Lead local Flood Authority that the proposal will be capable of being adequately drained and mitigate potential flood risk subject to conditions.

Housing mix

- 4.3.37 The indicative plans show the following housing mix –

House type	Number	Total large/small split (%)
1 bed flats	8	+
2 bed flats	10	+
2 bed houses	5	51
3 bed houses	12	+
4 bed houses	10	49
Total	45	100

Table 1

4.3.38 Policy HS3 requires that new home sites achieve the overall targets of the plan; the findings of the most up-to-date evidence including the most recent strategic housing market assessment, the Council's self-build register and other relevant evidence of housing need; the location and accessibility of the site; and recent completions, existing permissions and sites in the five year supply. Further to this, policy HS3 requires that the scheme would provide a density, scale and character of development appropriate to its location and surroundings.

4.3.39 Following this guidance, the policy requirement for housing mix is, broadly, shown below, based on up-to-date evidence –

House type	Number	Total large/small split (%)
1 bed flats	5	+
2 bed flats	4	+
2 bed houses	9	40
3 bed houses	18	+
4 bed houses	9	60
Total	45	100

Table 2

4.3.40 It is not considered that there are any site constraints which would evidence a housing mix otherwise than that required by the evidence supporting the ELP shown in Table 2. The proposed indicative housing mix would have knock-on effects on affordable housing delivery targets. The housing mix proposed on the indicative plans is not agreed. Whilst a differing housing mix in relation to the split of large and small housing numbers could be negotiated, the proliferation of flats for smaller unit delivery is not evidenced and contrary to housing needs evidence.

Affordable housing

4.3.41 Policy HS2 requires 40% affordable housing on sites providing 25 dwelling or more. This equates to 18 of the indicative 45 units. This percentage has been agreed and built into the S106 agreement to be delivered on-site. The policy continues that the expectation is for 65% be rented and 35% other forms of affordable housing. This has again been agreed and built into the S106 agreement. As with policy HS3, the affordable housing provision needs to meet the needs of the area. The other policy requirements have been secured within the legal agreement in the form of the S106 agreement.

4.3.42 Following negotiation, the affordable housing splits in terms of type and size are shown in the tables below –

Social/affordable rented	Number	Total	Total (%)
1 bed flat	4	+	+
2 bed flats	0	+	+
2 bed houses	3	7	58
3 bed houses	4	+	+
4 bed houses	1	5	41
Total	12	12	99

Table 3

Intermediate	Number	Total	Total (%)
1 bed flat Intermediate	0	+	+
2 bed flats Intermediate	0	+	+
2 bed houses Intermediate	2	2	32
3 bed houses Intermediate	3	+	+
4 bed houses Intermediate	1	4	66
Total	6	18	98

Table 4

Affordable total	Number	Total	Total (%)
1 bed flat	4	+	+
2 bed flats	0	+	+
2 bed houses	5	9	50
3 bed houses	7	+	+
4 bed houses	2	9	50
Total	18	18	100

Table 5

Legal agreements

4.3.43 Contributions have been secured by legal agreement for the following –

Category (Authority)	Figure (£)	Infrastructure Project(s)
Primary Education (HCC)	Based on final delivery	The expansion of the Garden City Academy School by 1 form of entry to 2 forms of entry
Secondary Education (HCC)	Based on final delivery	The expansion of the Fearnhill School from 8 forms of entry to 9 forms of entry
Library (HCC)	Based on final delivery	The development of the IT in the Study Area in Letchworth Library

Youth Services (HCC)	Based on final delivery	Towards additional information, advice and guidance (IAG) resources for the Letchworth Young People's Centre
Sustainable Transport Contributions (HCC)	Based on final delivery -30%	Towards a sustainable corridor between Stevenage and Letchworth Garden City by upgrading existing cycling infrastructure, improving the public realm in villages on the B197 and/or ensuring bus priority (Package 6 of the North Central Hertfordshire Growth and Transport Plan) And/or and to provide improved sustainable connections by supporting a more frequent bus connection and a cycling facility between north Letchworth Garden City and the town centre (Package 12 of the North Central Hertfordshire Growth and Transport Plan).;
Leisure (NHDC)	31,829.75	The provision of a dual use facility at Fearnhill sports centre, towards refurbishment of gymnasium and changing facilities to provide the dual use of the facilities within Fearnhill School
Open Space (NHDC)	16,360	Resurfacing of Grange path and both car parks at Norton Common
Community Centre (NHDC)	19,223	Community hall improvements at Norton Methodist Church, including improving the internal environment, better access and egress to cater for a wider range of community groups and organisations
Play Space (NHDC)	30,266	Play space provision at Howard Park play area to refurbish and replace equipment in Letchworth
Sports Pitch (NHDC)	14,928.50	Ongoing maintenance of Baldock Road football pitches
Biodiversity Off-Setting (NHDC)	10,000	Culvert removal at Norton Common
Waste and Recycling	2,790	Towards the cost of providing waste collection and recycling facilities serving the Development

Table 6

4.3.44 These contributions have been agreed to compensate additional stress on existing facilities based on the use by new residents. The amounts are considered proportionate to the scale of the development, directly related to the planning proposal and required to make the development acceptable in planning terms. The schemes to which the contributions will fund have been identified and meet the relevant criteria of the CIL Regulations 2012 (as amended).

The planning balance

- 4.3.45 The starting point for the determination of any planning application is the development plan. In this case, the development plan is considered out-of-date by reason of footnote 7 of paragraph 11 of the NPPF. The Council acknowledge a shortfall of the minimum target five-year housing land supply, and the application is for the delivery of housing.
- 4.3.46 The proposal clearly conflicts with the SLP, in that the plan intends to develop and build upon an area of designated open space, whereby policy 21 restricts significant effect on the character, form, extent and structure of open space patterns in towns.
- 4.3.47 The Council are well advanced with the ELP. This means that significant weight can be afforded to policies in the ELP. The proposal complies with the ELP. Given the progress of the ELP, this allocation carries significant weight in the planning balance.
- 4.3.48 The site represents a sustainable location for residential development. The residential use proposed would be near to essential facilities in a specified settlement. The information submitted to supplement the application, indicative though they may be, satisfy that the site could accommodate the proposed development of up to 45 dwellings, subject to later reserved matters applications. The S106 agreement would provide 18 affordable housing units of an agreeable mix of tenure and size. These social benefits carry significant weight in favour of the proposed development. Further economic and social benefits include employment during construction, as well as the continued and improved use of local services and facilities.
- 4.3.49 Any harm identified through conflict with policy 21 of the SLP and loss of designated open space would not significantly and demonstrably outweigh the benefits of the proposed development in the context of the allocation of the land for development in the ELP.

4.4 Conclusion

- 4.4.1 Whilst there is a conflict with policy 21 of the SLP, the proposal is entirely compliant with the ELP and NPPF. It is considered that the harm resultant from the conflict with policy 21 is not so significant and demonstrable as to overcome the benefits of the development, including affordable housing provision, contribution to an identified housing need, employment during construction and increased use and viability of local facilities. As such, the proposed development of outline permission for up to 45 dwellings should be **GRANTED**.

5.0 Legal Implications

- 5.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise.

Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

6.0 **Recommendation**

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

1. Before the development hereby permitted is commenced, approval of the details of the siting, design and external appearance of the development, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 as amended.

2. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission, and the development hereby permitted shall be begun before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Prior to demolition of the Maths Block and Gymnasium, three dusk emergence / dawn re-entry surveys should be undertaken during May to August (inclusive) to determine with confidence whether the known roosting sites are active or not, to modify the outline mitigation and enhancement measures as appropriate based on the results (Ref: Bat Report WYG, November 2018, Bat Roost & Emergence Surveys Jones & Sons Environmental Sciences 2015), and to enable an EPS licence to be applied for if necessary. The subsequent report should be submitted to the Local Planning Authority for written approval.

Reason: To ensure the continued ecological functionality of bats and their roosts is maintained in accordance with European and national legislation.

4. No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme and methodology of site investigation and recording as suggested by the evaluation
3. The programme for post investigation assessment
4. Provision to be made for analysis of the site investigation and recording
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
6. Provision to be made for archive deposition of the analysis and records of the site investigation
7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

Reason: To ensure the preservation of any subterranean heritage assets which may be present at the site in line with Section 16 of the National Planning Policy Framework (2019).

5. The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition 4.

Reason: To ensure the preservation of any subterranean heritage assets which may be present at the site in line with Section 16 of the National Planning Policy Framework (2019).

6. The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 4 and the provision made for analysis and publication where appropriate.

Reason: To ensure the preservation of any subterranean heritage assets which may be present at the site in line with Section 16 of the National Planning Policy Framework (2019).

7. The development, including surfacing works or top-soil removal, permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment and Drainage Strategy carried out by EAS reference 1733 Rev 2 dated November 2018, and the information submitted in support of this application and the following mitigation measures;

1. Limiting the surface water run-off rates to maximum of 5l/s for all rainfall events up to and including the 1 in 100 year + climate change event with discharge into the surface water sewer.
2. Provide attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
3. Implement drainage strategy as indicated on the proposed drainage strategy drawing utilising lined permeable paving and swales.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

8. No development, including surfacing works or top-soil removal, shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Flood Risk Assessment and Drainage Strategy carried out by EAS reference 1733 Rev 2 dated November 2018. The scheme shall also include;

1. Detailed design of the drainage scheme including detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding discharge and volume calculations/modelling based on suitable infiltration rates.
2. Details in relation to existing ditch acting as infiltration swale.
3. Silt traps for protection for any residual tanked elements.
4. Identification of any exceedance routes.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

9. Upon completion of the drainage works a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include:

1. Final confirmation of management and maintenance requirements
2. Provision of complete set of as built drawings for both site drainage

Reason: To reduce the risk of flooding to the proposed development and future occupants.

10. 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.

11. If the Local Planning Authority is of the opinion that the report which discharges condition 10, 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.

12. 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 11, 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.

13. 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 12 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.

14. Any contamination, other than that reported by virtue of condition 10 and 11, 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.

15. Prior to occupation of any of the dwellings hereby approved, a scheme identifying number and distribution of EV charging points shall be submitted and agreed in writing by the Local Planning Authority. The EV charging points agreed by way of this condition shall be implemented prior to the occupation of any dwelling hereby approved. It is expected that, at a minimum, each dwelling with dedicated car parking would have one charging point, with one charging point provided to every ten unallocated parking spaces.

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.

16. No development shall commence until full details (in the form of scaled plans and written specifications) have been submitted to and approved in writing by the Local Planning Authority to illustrate the following: i) roads, footways; ii) cycleways; iii) foul and surface water drainage; iv) visibility splays; v) access arrangements; vi) parking provision in accordance with adopted standard; vii) loading areas; viii) turning areas.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018)

17. Prior to the first occupation the vehicular access shall be upgraded in accordance with the Hertfordshire County Council residential access construction specification for the first 10 metres as measured back from the near channel edge of the adjacent carriageway. 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: To ensure construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

18. Prior to the first occupation of the development hereby permitted a scheme for the parking of cycles including details of the design, level and siting of the proposed parking shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018)

19. No development shall commence until a Construction Management Plan (or Construction Method Statement) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

20. Prior to the first occupation of the development hereby permitted any Traffic Regulation Orders (TROs), including for parking restrictions / waiting restrictions that are required as part of improving access and accessibility to the site must be secured in place and implemented.

Reason: In the interests of highway safety, amenity and capacity to ensure free and safe flow of traffic and to be in accordance with Policies 4, 5, 12, 15 and 17 of Hertfordshire's Local Transport Plan (adopted 2018).

21. The landscape details to be submitted as reserved matters 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

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

22. 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, E and F of Part 1 and Class A of Part 2 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.

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 (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. The applicant is hereby advised of the following informatives to be considered prior to and before works commence on site -

- o Reptiles: Keep the grass cut short until commencement of development. An Ecological Clerk of Works (ECOW) should be present during top soil clearance, who will inspect the grassland for reptiles. Any reptiles that are found will be moved by the ecologist to a position of safety.

- o Badgers: any scrub clearance necessary for the development should take place with caution. Should any burrows be revealed by the scrub clearance, works should stop and a suitably qualified ecologist should be contacted immediately to provide advice.

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

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). This includes requirements such as ensuring the Charging Equipment integral protective device shall be at least Type A RCD (required to comply with BS EN 61851 Mode 3 charging).

- o If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted, and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.

- o A list of authorised installers (for the Government's Electric Vehicle Homecharge Scheme) can be found at <https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>

3. Within any future reserved matters applications detailing the layout and access details, further details of the circulation route for refuse collection vehicles need to be included. 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.

4. In the interests of clarity, please note that the freighter used for any analysis informing future reserved matters applications in respect to bin collections are -

- o Width: 2,500mm (without mirrors)

- o Height: 3,400mm (without hazard beacons)

- o Turning circle: 22,800mm

- o Overall length: 12,100mm (from front to rear of bin lift)

5. The applicant is hereby notified of the following informative to inform any future reserved matters applications in these respects -

Flats:

Doors to bin stores should be sufficient in widths to allow the movement of bins at their widest and prevent entrapment of limbs. This is likely to be a minimum of 20cm in addition to the widest bin contained in the bin store.

Walls and doors should have protection strips to prevent damage and a mechanism for holding doors open should be available.

Doors should ideally be keypad entry or standard fire brigade keys. We do not support the use of electronic key fobs.

Roller shutters on bin stores can be considered to save space however the additional noise impacts should be considered.

Dropped kerbs should be provided to allow for ease of movement of bins to the collection vehicle and the pathway should be 1.5m in width taking the most direct route avoiding passing parked cars.

We do not advise the use of bin compactors, as they often cause excessive damage to bins or cause waste to get stuck inside bins. If bin compactors are used on site you should advise your waste collection contractor.

Bins in communal bin stores should be manoeuvrable to the refuse collection vehicle without the need to move other bins.

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 for four-wheeled bins this should be 1.5 metres wide (including doorways), with a maximum gradient of 1:12.

Consideration should be given to parking arrangements alongside or opposite the access to individual streets. If car parking is likely in the vicinity of junctions then parking restrictions may be required to ensure access is not inhibited.

For flats, bins should be ordered direct from the Council's contractor 10 weeks in advance of first occupation to ensure they arrive in time for the first residents moving in.

General:

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.

Storage areas should be conveniently located with easy access for residents -residents should not have to take their waste and recycling more than 30metres to a bin storage area, or take their waste receptacles more than 25metres to a collection point, (usually kerbside) in accordance with Building Regulations Approved Document H Guidance.

Consideration should be given to parking arrangements alongside or opposite the access to individual streets. If car parking is likely in the vicinity of junctions then parking restrictions may be required to ensure access is not inhibited.

For infill applications consideration should be given to parking arrangements alongside or opposite the access to the site. If car parking is currently permitted the consideration of parking restrictions may be required to ensure access is not inhibited.

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 from the storage point to the collection point should not be within close proximity to parked cars.

The gravel drive makes pulling bins difficult and consideration should be given to whether this surface is the most suitable or whether bins stored closer to the collection point would be more preferable.

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>

6. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
7. 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.
8. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
9. It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.