

## **Item No. 7**

<b>APPLICATION NUMBER</b>	<b>CB/18/00196/OUT</b>
<b>LOCATION</b>	<b>Land rear and side of Hampden House, Hitchin Road, Arlesey, SG15 6RS</b>
<b>PROPOSAL</b>	<b>Outline Application - A residential development of up to 58 dwellings including all ancillary works on land to the rear and side of Hampden House, Hitchin Road, Arlesey with all matters reserved except access following the demolition of the existing buildings on the site.</b>
<b>PARISH</b>	<b>Arlesey</b>
<b>WARD</b>	<b>Arlesey</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Dalgarno, Shelvey &amp; Wenham</b>
<b>CASE OFFICER</b>	<b>Debbie Willcox</b>
<b>DATE REGISTERED</b>	<b>16 January 2018</b>
<b>EXPIRY DATE</b>	<b>17 April 2018</b>
<b>APPLICANT</b>	<b>GPS Estates Ltd.</b>
<b>AGENT</b>	<b>Woods Hardwick</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>The application is a major development with a Town Council objection. The application is a departure from the Development Plan.</b>
<b>RECOMMENDED DECISION</b>	<b>Outline Application - Recommended for Approval</b>

### **CONDITIONS**

- 1 No development shall commence at the site until approval of the details of the appearance, landscaping, layout and scale of the development (herein called “the reserved matters”) has been obtained in writing from the Local Planning Authority. The development shall be carried out in accordance with the approved details.**

**Reason: To comply with Part 3 Article 6 of the Town and Country Planning (General Development Procedure) Order 2015.**

- 2 Application for the approval of the reserved matters shall be made to the Local Planning Authority within three years from the date of this permission. The development shall begin not later than two years from the final approval of the reserved matters or, if approved on different dates, the final approval of the last such matter to be approved.**

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

- 3 Any application for reserved matters shall include details of the existing and final ground, ridge and slab levels of the buildings. The details shall include sections through both the site and the adjoining properties. Thereafter the site shall be developed in full accordance with the approved details.

Reason: To ensure that an acceptable relationship results between the new development and adjacent buildings and public areas.  
(Policies CS14 & DM3, CSDMP and Section 12, NPPF)

- 4 No building shall be occupied until the junction of the proposed vehicular access with the highway has been constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.  
(Policy DM3, CSDMP and Section 9, NPPF)

- 5 Visibility splays shall be provided at the junction of the access with the public highway before any part of the development is first occupied. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall for the perpetuity of the development remain free of any obstruction to visibility.

Reason: To provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it.  
(Section 9, NPPF)

- 6 Visibility splays shall be provided at all internal road junctions within the site. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the side road from its junction with the channel to the through road and 25m measured from the centre line of the side road along the channel of the through road. The vision splays required shall be provided and defined on the site by or on behalf of the developers and shall be maintained in perpetuity entirely free of any obstruction.

Reason: To provide adequate visibility at road junctions in the interest of road safety.  
(Section 9, NPPF)

- 7 The development shall be served by means of roads and footpaths which shall be laid out and drained in accordance with the Central Bedfordshire Design Guide September 2014 or other such documents that replace them, and no dwelling shall be occupied until the roads and footpaths which provide access to it from the existing highway have been laid out and constructed in accordance with the above-mentioned Guidance.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.  
(Section 9, NPPF)

- 8 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall include independent vehicular turning head areas for an 11.5m refuse collection vehicle.

Reason: To enable refuse vehicles to draw off and turn outside the highway limits thereby avoiding the reversing of vehicles on to the highway in the interests of highway safety.  
(Section 9, NPPF)

- 9 The detailed layout plans to be submitted for the approval of reserved matters in connection with this development shall include vehicle parking and/or garaging in accordance with the Council's standards applicable at the time of submission. This shall include the provision of electric car charging points. 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 provision for car parking clear of the highway in the interests of highway safety.  
(Section 9, NPPF)

- 10 **No development shall commence until a detailed surface water drainage scheme for the site, based on sustainable drainage principles adopted in the Central Bedfordshire Council's SuDS SPD (2015), has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is completed. The scheme to be submitted shall include the following:**

- **Full detailed calculations using FEH rainfall data showing the simulated rainfall storms for the 1 year, 30 year, 100 year and 100 year plus climate change;**
- **Detailed plans and drawings showing the proposed drainage system in its entirety, including location, pipe run reference numbers, dimensions, gradients and levels (in metres above**

**Ordinance Datum). This shall include all elements of the system proposed, including source control, storage, flow control and discharge elements;**

- **Details of the final outfall location and confirmation of the capacity, ownership and maintenance arrangements of the receiving drainage network off site, including any permissions as required.**
- **Details of flow control measures to be used, demonstrating that runoff rate and volume will be controlled to a value as close as is reasonably practicable to the greenfield equivalent.**
- **Full calculations of the attenuation storage volume required, including a 40% allowance for climate change, based on the simulated rainfall runoff and the agreed post-development discharge rates;**
- **Flooded areas for the 1 in 100 year storm when system is at capacity, demonstrating flow paths for design for exceedance.**
- **Integration of the drainage system with wider site objectives, including water quality treatment, amenity, biodiversity and amenity.**
- **Details of the structural integrity, proposed construction of the system, and any phasing of works.**

**Reason: To ensure the approved system will function to a satisfactory minimum standard of operation and maintenance and prevent the increased risk of flooding both on and off site.**

**(Section 14, NPPF)**

- 11 No dwelling shall be occupied until a 'management and maintenance plan' for the entire surface water drainage system, to include any proposed split of the surface water management system and/or maintenance responsibilities between private (i.e. within curtilage) and public (i.e. in public open space and/or highway) which demonstrates that all surface water management structures and facilities shall be maintained in perpetuity to assure that the structures and facilities function as originally designed, and that the approved surface water drainage scheme shall be correctly and fully installed as per the approved details, has been submitted to and approved in writing by the Local Planning Authority. The system shall be maintained in accordance with the approved management and maintenance plan thereafter.

**Reason: To ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written statement - HCWS161.**

**(Section 14, NPPF)**

- 12 **No development shall take place until the following has been submitted to and approved in writing by the Local Planning Authority:**

**A Phase 2 investigation report for the entirety of the site along with a Remediation Method Statement should the Phase 2 discover the need for remediation. Should it be required, development shall thereafter take place only in accordance with the Remediation Method Statement.**

**Reason: The condition must be discharged prior to commencement to ensure that any contamination which exists on the site is identified and properly dealt with in the interests of the health and safety of construction workers, future occupiers of the site and of the surrounding area.  
(Section 15, NPPF)**

- 13 If a Remediation Method Statement is required to discharge condition 12 of this permission, no occupation of any permitted building shall take place until the following has been submitted to and approved in writing by the Local Planning Authority:

A Validation Report by means of which the effectiveness of the remediation implemented by any Remediation Method Statement shall be demonstrated to the Local Planning Authority (to incorporate photographs, waste transfer notes and depth measurements).

Any unexpected contamination discovered during works should be brought to the attention of the Planning Authority.

Reason: To protect human health and the environment  
(Section 15, NPPF)

- 14 The application for the approval of reserved matters as they pertain to layout shall include a scheme for protecting the proposed dwellings from the railway noise, road noise and commercial/industrial noise and shall be in accordance with the mitigation proposals in the revised Auracle Acoustics noise assessment dated 23 August 2018. Any works which form part of the approved scheme shall be completed before any permitted dwelling is occupied unless an alternative period is agreed in writing by the Local Planning Authority and shall be maintained in accordance with the approved scheme thereafter.

Reason: To protect the amenity of future occupiers of the proposed dwellings and to safeguard the interests of adjacent commercial/industrial businesses.  
(Section 12, NPPF)

- 15 **No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of fire hydrants at the development. Prior to the first occupation of the dwellings the fire hydrants serving that development shall be installed as approved. Thereafter the fire hydrants shall be retained as approved in perpetuity.**

**Reason: In the interests of fire safety and providing safe and accessible developments.**

**(Section 8, NPPF)**

- 16 **No development shall take place until an Ecological Enhancement Strategy (EES) has been submitted to and approved in writing by the Local Planning Authority. The EES shall include the following.**
- a) Purpose and conservation objectives for the proposed works.**
  - b) Review of site potential and constraints including corridor enhancement.**
  - c) Detailed design(s) and/or working method(s) to achieve stated objectives.**
  - d) Extent and location/area of proposed works on appropriate scale plans.**
  - e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.**
  - f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.**
  - g) Persons responsible for implementing the works.**
  - h) Details of initial aftercare and long-term maintenance.**
- The EES shall be implemented in accordance with the approved details and all features shall be retained thereafter**

**Reason: The condition must be discharged prior to commencement to capture the existing ecological potential of the site. The condition is required to ensure the scheme delivers a net gain for biodiversity.**

**(Section 15, NPPF)**

- 17 **No development shall take place until the Tree Protection Measures set out within the Arboricultural Impact Assessment and Method Statement 3283 Arlesey GPS AIA REV E and the Tree Protection Plan 3283 Arlesey GPS TPP REV E have been installed strictly in accordance with the Arboricultural Impact Assessment and Method Statement 3283 Arlesey GPS AIA REV E and the Tree Protection Plan 3283 Arlesey GPS TPP REV E. The development shall thereafter take place strictly in accordance with the measures set out within the Arboricultural Impact Assessment and Method Statement 3283 Arlesey GPS AIA REV E and the Tree Protection Plan 3283 Arlesey GPS TPP REV E.**

Reason: To protect the trees so enclosed in accordance with Section 8 of BS 5837 of 2012 or as may be subsequently amended.  
(DM14, CSDMP and Sections 12 & 15, NPPF)

- 18 The landscaping details required to be submitted by condition 1 of this permission shall include details of hard and soft landscaping (including details of boundary treatments and any public amenity open space) together with a timetable for its implementation. The development shall be carried out as approved and in accordance with the approved timetable.

The soft landscaping scheme, which will include ecological enhancement measures, shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes at the time of their planting, and proposed numbers/densities where appropriate; and details of a scheme of management/maintenance of the landscaping areas. The landscaping areas, including public amenity open space shall be managed thereafter in accordance with the approved management/maintenance details.

Reason: To ensure an acceptable standard of landscaping.  
(Policy DM3, CSDMP and Sections 12 & 15, NPPF)

- 19 Any reserved matters application shall include a scheme for the secure storage of cycles on the site in accordance with the Council's standards. The approved scheme shall be fully implemented before the development is first occupied and thereafter retained for this purpose.

Reason: To ensure the provision of cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.  
(Section 9, NPPF)

- 20 The reserved matters application required to be submitted by Condition 1 shall include a waste strategy scheme, to include details of all waste storage facilities, waste collection points and a scheme for the provision of all waste receptacles. The approved scheme shall be implemented in full before any of the dwellings hereby approved are first occupied and shall be retained thereafter.

Reason: In the interest of residential amenity and to reduce waste generation in accordance with the Council's Minerals and Waste Local Plan 2014, Policy WSP5 and the adopted SPD "Managing Waste in New Developments" (2006).

- 21 The reserved matters application to be submitted to comply with Condition 1 of this permission shall include details demonstrating how the development will achieve the following:

- 1) 10% energy demand of the development to be delivered from renewable or low carbon sources or development's energy demand will be reduced by at least 10% through fabric measures;
- 2) Water efficiency to achieve water standard of 110 litres per person per day.

The development shall subsequently be implemented in accordance with the approved details.

Reason: To ensure that the development would be sustainable and would contribute towards the reduction of climate change.  
(Policies CS13, DM1 and DM2, CSDMP and Section 14, NPPF)

- 22 The development hereby approved shall comprise no more than 58 units.

Reason: For the avoidance of doubt

- 23 **No development shall take place until a Construction Management Plan detailing access arrangements for construction vehicles, on-site parking for construction workers, loading and unloading areas, materials storage areas, wheel cleaning arrangements and hours of construction work has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall be carried out in accordance with the approved Construction Management Plan.**

**Reason: The condition must be discharged prior to the commencement of the construction phase in the interest of highway safety and to ensure a satisfactory standard of construction and layout for the development.  
(Policy DM3, CSDMP and Section 9, NPPF)**

- 24 The development hereby permitted shall not be occupied or brought into use until the details of external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details.

Reason: To protect the safety and visual amenity of the site and its surrounding area.  
(Policies DM3, CSDMP and Section 12, NPPF)

- 25 No development shall take place until a scheme for the provision of a superfast broadband (fibre-optic) connection to each residential property has



been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the approved scheme has been implemented.

Reason: The condition must be discharged prior to commencement to ensure that groundworks does not prejudice the possibility of providing the necessary connections. The condition is required to facilitate self-employment and sustainable working practices.  
(Policy ARL14, Arlesey Neighbourhood Plan).

- 26 **No development shall take place until confirmation has been submitted from Network Rail that any necessary method statements relating to the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan or any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway and/or the details of any necessary Armco safety barriers has been reviewed and approved by Network Rail. The development shall be carried out strictly in accordance with any approved details.**

**Reason: The condition must be discharged prior to commencement to ensure the safety, operational needs and integrity of the railway.  
(Section 8, NPPF)**

- 27 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 18021/1004, 18035/ARLS/5/500, Arboricultural Impact Assessment and Method Statement 3283 Arlesey GPS AIA REV E and the Tree Protection Plan 3283 Arlesey GPS TPP REV E.

Reason: To identify the approved plans and to avoid doubt.

## **INFORMATIVES**

1. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
2. In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the National

Planning Policy Framework (NPPF) and the Core Strategy for North Central Bedfordshire (CSDMP).

3. The applicant and the developer are advised that this permission is subject to a legal obligation under Section 106 of the Town and Country Planning Act 1990.
4. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to contact Central Bedfordshire Council's Highway Help Desk, Tel: 0300 300 8049 quoting the Planning Application number. This will enable the necessary consent and procedures under Section 184/278 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular 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.) then the applicant will be required to bear the cost of such removal or alteration.
5. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with Central Bedfordshire Council's "Cycle Parking Guidance - July 2010".
6. Network Rail has provided the following advice:

**Drainage**

All surface and foul water drainage from the development area should be directed away from Network Rail's retained land and structures into suitable drainage systems, the details of which are to be approved by Network Rail before construction starts on site.

Water must not be caused to pond on or near railway land either during or after any construction-related activity.

The construction of soakaways for storm or surface water drainage should not take place within 20m of the Network Rail boundary. Any new drains are to be constructed and maintained so as not to have any adverse effect upon the stability of any Network Rail equipment, structure, cutting or embankment.

The construction of soakaways within any lease area is not permitted.

The construction of surface water retention ponds/tanks, SuDS or flow control systems should not take place within 20m of the Network Rail boundary where these systems are proposed to be **below** existing track level. Full overland flow conditions should be submitted to Network Rail for approval prior to any works on site commencing.

If a Network Rail-owned underline structure (such as a culvert, pipe or drain) is intended to act as a means of conveying surface water within or away from the development, then all parties must work together to ensure that the structure is fit for purpose and able to take the proposed flows without risk to the safety of the railway or the surrounding land.

#### **Wayleaves and or easements for underline drainage assets**

The position of any underline drainage asset shall not be within 5m of drainage assets, sensitive operational equipment such as switches and crossings, track joints, welds, overhead line stanchions and line side equipment, and not within 15m of bridges, culverts, retaining walls and other structures supporting railway live loading.

#### **Protection of existing railway drainage assets within a clearance area**

There are likely to be existing railway drainage assets in the vicinity of the proposed works. Please proceed with caution.

No connection of drainage shall be made to these assets without Network Rail's prior consent to detailed proposals. Any works within 5m of the assets will require prior consent.

There must be no interfering with existing drainage assets/systems without Network Rail's written permission.

The developer is asked to ascertain with Network Rail the existence of any existing railway drainage assets or systems in the vicinity of the development area before work starts on site. Please contact Matthew Shelton ([matthew.shelton@networkrail.co.uk](mailto:matthew.shelton@networkrail.co.uk)) for further information and assistance.

#### **Fail Safe Use of Crane and Plant**

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.

#### **Excavations/Earthworks**

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 Rail's infrastructure or railway land.

### **Security of Mutual Boundary**

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.

### **Armco Safety Barriers**

An Armco or similar barrier should be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged. Given the considerable number of vehicle movements likely provision should be made at each turning area/roadway/car parking area adjacent to the railway. This is in accord with the new guidance for road/rail vehicle incursion NR/LV/CIV/00012 following on from DfT advice issued in 2003, now updated to include risk of incursion from private land/roadways.

### **Fencing**

Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. 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.

### **Method Statements/Fail Safe/Possessions**

Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction

traffic management plan. 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. **Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.**

### **OPE**

Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

### **Demolition**

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 near to the operational railway infrastructure 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.

### **Vibro-impact Machinery**

Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

### **Scaffolding**

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

### **Cranes**

With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

## **ENCROACHMENT**

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 they 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.

## **Trees/Shrubs/Landscaping**

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

### **Acceptable:**

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

### **Not Acceptable:**

Acer (Acer pseudoplatanus), Aspen – Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy

Poplar (*Populus nigra* var. *italica*), Large-leaved lime (*Tilia platyphyllos*),  
Common lime (*Tilia x europaea*)

A comprehensive list of permitted tree species is available upon request.

### **Lighting**

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

### **Access to Railway**

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.

Network Rail is required to recover all reasonable costs associated with facilitating these works.

The method statement will need to be agreed with:

**Asset Protection Project Manager  
Network Rail (London North Eastern)  
Floor 3B  
George Stephenson House  
Toft Green  
York  
Y01 6JT**

**Email: [assetprotectionneem@networkrail.co.uk](mailto:assetprotectionneem@networkrail.co.uk)**

7. The British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to. The British Standard for Subsoil, BS 8601 Specification for subsoil and requirements for use, should also be adhered to.

There is a duty to assess for Asbestos Containing Materials (ACM) during development and measures undertaken during removal and disposal should protect site workers and future users, while meeting the requirements of the HSE.

Applicants are reminded that, should groundwater or surface water courses be at risk of contamination before, during or after development, the

Environment Agency should be approached for approval of measures to protect water resources separately, unless an Agency condition already forms part of this permission.

8. In respect of condition 20 the following advice is provided:

The Council's waste collection pattern for **Arlesey** is as follows:

Week 1 – 1 x 240 litre residual waste wheelie bin, 1 x 23 litre food waste caddy

Week 2 – 1 x 240 litre recycling wheelie bin, 2 x reusable garden waste sacks, and 1 x 23 litre food waste caddy.

**Please note** that there is a contribution to pay for the supply/delivery of the bins. Our current charges for this are:

Set of food waste bins - £5 +VAT

240 - £25 +VAT per bin

360 - £35 + VAT per bin

660 - £250 + VAT per bin

1100 - £350 + VAT per bin

This must be paid prior to discharging the relevant condition. A purchase order must be raised for the quantity of bins required and sent to Waste Services quoting the relevant planning reference number. We will also require a map of the site detailing street names, plot and house numbers.

Wherever possible, refuse collection vehicles will only use adopted highways. If an access road is to be used, it must be to adoptable standards suitable for the refuse vehicle to manoeuvre safely around site (please see vehicle dimensions below). Typically, until roads are adopted or if the RCV is unable to manoeuvre around the site, bins are to be brought to the highway boundary or a pre-arranged point. If residents are required to pull their bins to the highway, a hard-standing area needs to be provided for at least 1 wheelie bin and a food waste caddy, in addition to 2 reusable garden waste bags. However, householders should not be expected to transport waste bins over a distance greater than 25m. Bins must not encroach on or cause a hazard or obstruction to the public highway. Waste vehicles will reverse a maximum of 15m to the point of collection. If there are any parts of the development that are not accessible to the RCV, bin collection points will need to be provided.

If there are any flats as part of the development the following information applies. Communal waste provision is allocated on the basis of 90l per week per waste stream per property; therefore, we would provide 1100 litre, 660 litre or 360 litre bins to be collected fortnightly. Our waste collection crew will move communal bins a maximum of 10m from the bin store to the waste



collection vehicle, providing there are suitable dropped kerbs. We will require confirmation of this prior to ordering any bins for the development.

Bin stores should be easily accessible from the main highway and it is crucial that the store is secure with a lock to prevent potential fly tipping issues. A lock code will need to be provided to the Central Bedfordshire Waste Services Team. The door used by the collection crews will need to be wide enough to allow for easy removal of bins from the storage area. A dropped kerb will need to be provided to enable easy manoeuvrability, access and egress of the bins. The crew are not expected to move the bins over any undulating, non-paved, uneven surface, or where the gradient is deemed excessive. Lighting within the bin store should be provided so that the bins can be used safely by residents when it is dark. We would require a design layout to highlight where the bin store will be located.

**Please also refer to the Design Guide as the Council will not be able to supply waste collections where the bin and access requirements do not meet our contractual provision, anything else differing to this will be incorporated as a condition.**

<http://www.centralbedfordshire.gov.uk/planning/design/info.aspx>

Current Refuse Vehicle Dimensions

Eagle Elite 2 6x4 non-rear steer, 11.5m long

Overall Length	11.500m
Overall Width	2.530m
Overall Body height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	11.550m

- 9. The applicant is advised that the Reserved Matters submission should include sufficient landscaping throughout the site.

The applicant is advised that the Reserved Matters submission should show each parking space being provided with an electric vehicle charging point.