Condition compliance submission

Condition 12 of H13-0844-17
Refuse /recycling collection points

(NB For refuse management, this is also the subject of an additional and identical Condition Compliance submission for Condition 11)

Refuse collection and waste storage locations for houses at the Crescent.

Revised drawing.

Please find attached revised drawing *D(--)201* (Site Layout - Chapel Walk - with refuse day collection). This is the same as approved (approval H13-1096-19 reserved matters) site layout D200 site layout with no other change than annotation to show refuse collection points, and distance to the public highway.

Consultation.
There are no planning policies covering the issue.
Our architect spoke some time back to Mr Bell of Building Control (last year) who confirmed the Building Regulation H6 item 1.8 states:

> Storage areas for waste containers should be sited so that the maximum distance a householder is required to carry refuse does not usually exceed 30m.

He confirmed the 30m distance would be from front doors of dwellings.

Evaluation.
New drawing D201 shows collection points, all of which are at or less than 25m from the public highway. This drawing was submitted as background information as part of the outline application.

Please note the views of Members both at the planning committee and preapplication stages that there was a dislike of refuse formal enclosures that come be an attraction to fly tipping. Consequently, based on these developers experience and the nature of this estate (a fairly private enclave), a very workable informal arrangement is advanced.

Please note that the footpath in front of the Crescent (plots 40-52) is public highway. Regarding the storage of waste awaiting collection, there is enough private space for bags to be left inside railings at the front of each house.

The logic in drawing *D(--)201* (Site Layout - Chapel Walk - with refuse day collection is that there is enough space in the private drives for bags to be left out on collection day

on existing tarmacked or blockwork driveway . If they are left out prior to that, and become a nuisance, then it is expected the matter will be self-policing by other residents in those drives (ultimately enforceable by the terms of restrictive covenants)

These informal measures are preferable to the creation of slabbed or blockwork areas as these in themselves will be unsightly, or the creation of unattractive functional enclosures that could additionally become flytipped.

Management of private drives and parking courts

The design and management of this estate will work well in combination. Informal arrangements will be backed up by restrictive covenants and/or management company commitments.

These common areas that are not part of the adopted highway will be the subject of restrictive covenants with the sale of each house. Each householder will effectively become a shareholder of the common parts for the purposes of maintenance and management. Similar arrangements will cover the water area and fountain.

End.