



**Ms C. Howe**

Senior Development Management Officer  
Welwyn Hatfield Borough Council  
The Campus  
Welwyn Hatfield City  
AL8 6AE

**BY EMAIL ONLY**

Dear Ms Howe,

**Phase 1, South Site, Former Shredded Wheat Factory – Condition 50 (ref: 6/2019/1788/COND)**

I write further to Lorraine Davis' comments dated 29 July 2019, responses to which I have provided against each below.

*“There is no provision for the MRC's (Mini Recycling Centres). Block 10A and 11A will require 2 MRC's each and 10B/C and 11B/C will require 1 each. Can you please supply diagram with drag distances from bin store to freighter annotated on. These are to be no more than 15m, however, our preference is 10m”*

Please find enclosed the following plans which include accommodation of the requested number of MRCs within each block and annotations of acceptable drag distances:

- 16037 - P4(S)-001 - Block 10 Core A-B - Bin Stores
- 16037 - P4(S)-002 - Block 10 Core C - Bin Stores
- 16037 - P4(S)-003 - Block 11 Core A-B - Bin Stores
- 16037 - P4(S)-004 - Block 11 Core C - Bin Stores

*“Please confirm that there will be dropped kerbs and minimum 2m wide smooth paths from store to freighter with no steep gradients as noted on the original application.”*

Please find enclosed a Delivery and Servicing Plan prepared and submitted pursuant to condition 24. This Delivery and Servicing Plan confirms the necessary access between bin stores and freighters for each block, reflecting the arrangements illustrated within the above plans and including the use of dropped kerbs and acceptable gradients.

*“We would also like confirmation that there will be dedicated bays/keep clear markings for collection vehicles to be able to access the areas as the majority of accesses are within the parking bay areas for the flats.”*

The refuse collection arrangements have been established by the full planning permission to which this condition is associated: A Transport Assessment has been approved, Section 9 of which sets out the proposed delivery and servicing arrangements and Appendix I includes vehicle swept path analysis which confirms the acceptability of refuse vehicle access arrangements. Planning permission was granted on the basis of this information.

There will not be dedicated bays or keep clear markings on the private access roads, so refuse collection will be from the carriageway as established by the full planning permission. There are separate bin stores for each core, thereby limiting the dwell-time at each store. The aforementioned Delivery and Servicing Plan confirms the necessary access between bin stores and freighters for each block, including the use of dropped kerbs and acceptable gradients.

I trust that the responses above sufficiently clarify the proposals and I look forward to receiving confirmation of approval of the details.

Yours sincerely,

**Adam Wadsworth**  
Metropolitan Thames Valley

Enc. As above.