

REPORT SUMMARY

REFERENCE NO - 15/505441/FULL			
APPLICATION PROPOSAL			
Outline application for the erection of up to 108 dwellings with all matters reserved for future consideration except for the means of access (from Straw Mill Hill) to be determined at this stage.			
ADDRESS Tovil Quarry Site Straw Mill Hill Tovil Kent ME15 6FL			
RECOMMENDATION- Approval subject to conditions			
SUMMARY OF REASONS FOR RECOMMENDATION/REASONS FOR REFUSAL			
The proposed development does not conform to policy ED2 of the Maidstone Borough-Wide Local Plan 2000, however given the committee resolution to grant planning permission in 2012 under reference MA/12/2022, the lack of interest in employment redevelopment and the immediately adjacent residential development, a departure from that policy would be likely to result in only minor harm. In this instance, the provision of housing is considered to be an overriding benefit to justify departure from this policy of the Development Plan, subject to appropriate conditions.			
REASON FOR REFERRAL TO COMMITTEE			
It is a departure from the Development Plan as the site is a designated employment site under Policy ED2 of the Maidstone Borough-wide Local Plan 2000.			
Cllr Derek Mortimer has asked that this application to be taken to planning committee if it is recommended for approval.			
Members deferred consideration of the application to enable further discussion of potential highway improvements, specifically in Straw Mill Hill.			
WARD South Ward	PARISH COUNCIL Tovil	APPLICANT Mr Kevin Clark AGENT DHA Planning	
DECISION DUE DATE 14/10/15	PUBLICITY EXPIRY DATE 14/10/15	OFFICER SITE VISIT DATE 1/03/2016 and 11/10/15	
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):			
App No	Proposal	Decision	Date
12/2022	Outline application for the demolition of existing buildings and the erection of residential development with associated parking and landscaping together with the extinguishment of the existing access to Straw Mill Hill and the formation of a new access from Straw Mill Hill/Stockett Lane.	19 September 2013 members resolved to grant planning permission subject to a s106 legal agreement and planning conditions	No decision issued
MA/10/0167	An Article 10 Consultation with Maidstone Borough Council by Kent County Council for the development of a Materials Recycling Facility and Transfer Station for waste recovery:	Refused by KCC & Appeal dismissed on	18/03/10 10/10/11

MA/05/2293	Outline application for residential development with means of access to be considered at this stage and all other matters reserved for future consideration	Withdrawn	13/02/2006
MA/88/1338	Alteration of approved ground floor weighbridge office extension (ref MA/86/1675N) and first floor extension over	APPROVED	30/10/1988
MA/86/1675	Industrial waste paper processing building with ancillary office and weighbridge office extension	APPROVED	02/02/1987
MA/83/0048	Change of use of part to conversion of waste paper	APPROVED	25/03/1983

MAIN REPORT

1.0 This application was considered by the Planning Committee at its meeting on the 24th March 2016 (report attached as **Appendix 1**). Member's attention is also drawn to the Urgent Update Report (report attached as **Appendix 2**) which reported additional information and requested changes to certain conditions. At the meeting, it was resolved that "consideration of the application be deferred for further discussion of potential highway improvements, specifically in Straw Mill Hill, and to circulate the viability report to Members".

1.01 A site meeting was convened on the 11th March with local ward members, a Kent Highways representative, a planning officer and the applicant's agent/highway officer. As a result of discussions on site, a Highways Technical Note was submitted (report attached as **Appendix 3**). The Technical Note provides commentary on three issues namely:

- Achievement of access and works to Straw Mill Hill
- Improvements to Straw Mill Hill / Farleigh Hill junction, and
- Access to the adjacent development site

and includes a proposed junction improvement plan referenced 10664-T-04 Rev P1 –dated 12.04.16). The requested viability assessment undertaken by the Council's appointed viability assessor is attached in the Part 2 papers as it contains information relating to the financial/business affairs of the applicant.

2.0 CONSULTATIONS

Kent Highway Services -

"Following the decision of Maidstone Borough Council to defer determination of the planning application to enable highway related issues to be further investigated, a site meeting was convened on 11 April 2016. This was attended by representatives of KCC Highways, the Borough Council and the applicant.

The applicant has subsequently submitted a Technical Note, with supporting drawings, that is intended to confirm the highway related aspects of the proposals in light of the discussions at the site meeting.

Site Access via Straw Mill Hill

The proposed site access, together with the proposed introduction of a priority working on Straw Mill Hill to enable footway connectivity to be provided for pedestrians, was previously confirmed as acceptable by KCC Highways. This accounted for the Stage 1 Road Safety Audit submitted alongside the planning application, which raised no substantive highway safety issues.

The site meeting highlighted the importance of ensuring that the visibility sightlines associated with the site access and the priority working remain unobstructed. It was also acknowledged that warning sign provision and the construction specification of the footways will form part of the detailed design required in support of the requisite Section 278 Agreement.

Site Access via Dean Street/Farleigh Hill

The applicant has confirmed that they are willing to have a condition imposed that will require an 'all purpose' route of access to be provided up to the north-west site boundary. This is welcomed by KCC Highways as it affords scope for future connectivity to be achieved to Dean Street via the adjacent prospective development site.

Straw Mill Hill/Farleigh Lane Junction

The site meeting provided a further opportunity to observe traffic conditions at the Straw Mill Hill/Farleigh Lane junction. This highlighted the constraints that currently exist at this location and the difficulties experienced by some road users when exiting Straw Mill Hill onto Farleigh Lane.

The dialogue with the applicant has considered whether there is scope for highway safety improvements to be secured in support of the proposed development. Proposals have been submitted by the applicant that would provide new high-friction surfacing on both Farleigh Lane approaches to the junction and additional warning signage for those approaching eastbound on Farleigh Lane.

These improvements will assist in raising road user awareness of the junction and the associated turning manoeuvres, whilst also reducing the potential for skidding by braking vehicles. KCC Highways regard the proposals to be acceptable in how they meet the tests of scale and reasonableness that must be applied in any planning obligation. A more substantive form of junction improvement, such as the installation of traffic signals, cannot be justified in accordance with the tests due to the low traffic impact that this development has on the wider network. This conclusion takes account of the potential traffic generation associated with the permitted use of the site, which is comparable to that of the proposed residential development.

Summary

KCC Highways raise no objection to this outline planning application subject to a Section 278 Agreement to secure the required site access and footway works on Straw Mill Hill, the bus boarders at the Farleigh Hill bus stop and the improvements to road surfacing and signing at the Straw Mill Hill/Farleigh Lane junction”.

3.0 APPRAISAL

- 3.01 Members resolved to defer the application principally to allow for further discussions on potential highway improvements, specifically in Straw Mill Hill. Taking each of the matters set out in paragraph 1.01 above in turn;

- 3.02 *Site Access via Straw Mill Hill:*
The proposed site access, together with the proposed introduction of a priority working on Straw Mill Hill to enable footway connectivity (as shown on plan T0208-02 Rev P3) to be provided for pedestrians was previously considered acceptable by KCC Highways under application 12/2022 (no decision was issued due to the S106 not being signed). This accounted for a Stage 1 Road Safety Audit which was submitted alongside the planning application, and which raised no substantive highway safety issues.
- 3.03 The proposed means of access for the current application is identical to that proposed as part of the previous application which was agreed in principle as part of the resolution to grant permission under 12/2022.
- 3.04 Kent Highways have raised no objection to the new site access and pedestrian connectivity and have acknowledged the importance of ensuring the visibility sightlines and priority working as shown on the submitted plans, remain unobstructed. They acknowledge that the warning sign provision and the construction specification of the footway will form part of the detailed design required in support of the S278 Agreement (see condition 9).
- 3.05 *Site Access via Dean Street/Farleigh Hill:*
The applicant confirmed at the site meeting that they would accept a condition securing an “all purpose” access route to be provided up to the north-west site boundary to increase permeability and greater integration of the application site with future development of the land to the north-west. Condition 22 imposes this requirement for any reserved matters application coming forward and this is supported by Kent Highways.
- 3.06 *Improvements to Straw Mill Hill / Farleigh Hill Junction:*
As part of the previous planning application 12/2022, which had a resolution to grant permission subject to the signing of the S106, it was secured that the applicant would undertake S278 works to improve the existing situation at the junction between Straw Mill Hill and Farleigh Hill, this being attributable to limited visibility afforded to egressing vehicles from Straw Mill Hill looking west along Farleigh Hill.
- 3.07 The site meeting afforded the opportunity to review the traffic conditions at the junction, which highlighted the constraints that currently exist and the difficulties experienced by some road users when exiting Straw Mill Hill onto Farleigh Road.
- 3.08 The applicant’s agent was asked to review the mitigation proposals for this junction and to assess the potential for this application to deliver signalisation of the junction. These matters are discussed in more detail in the attached Technical Note – **Appendix 3**.
- 3.09 Kent Highways, having reviewed the submitted information, including the proposed new-friction surfacing on both Farleigh Lane approaches to the junction and additional warning signage for those approaching eastbound on Farleigh Lane, conclude that the proposals are acceptable and will assist in raising road user awareness of the junction and associated turning manoeuvres, whilst also reducing the potential for skidding by braking vehicles.
- 3.10 Regarding requests raised at the meeting to consider signalisation of the junction through the current application, Kent Highways have concluded that signalisation

cannot be justified in accordance with the tests due to the low traffic impact that the development has on the wider network. I would agree with this view in that signalisation is not necessary to make the development acceptable in planning terms. I would also refer members to the viability information submitted on the Part 2 papers which sets out the viability position of the scheme.

4.0 CONCLUSION

- 4.01 Having reviewed the highways position again following the concerns raised by members at the committee meeting, and following the submission of the Technical Note which has clarified certain matters and detailed improved mitigation measures for the Straw Mill Hill/Farleigh Junction, Kent Highway Services raise no objection to the application subject to a S278 agreement to secure the required site access and footway works on Straw Mill Hill, the bus boarders at the Farleigh Hill bus stop and the improvements to road surfacing and signing at the Straw Mill Hill/Farleigh Lane junction (condition 9 below) An informative to advise subsequent Road Safety Audits following the grant of planning permission, that auditors should review whether additional signage would be necessary on the westbound approach to the proposed vehicular access to provide greater forewarning of the access to approaching drivers is also recommended to be added to further advise road users of the new access.
- 4.02 All other matters as set out in the original report (**Appendix 1**) remain relevant to the determination of the application.
- 5.0 For the sake of clarity, the conditions listed below include the suggested alterations proposed by the urgent update report listed as **Appendix 2**, those listed in the original report as **Appendix 1** and new/altered conditions/informatives raised by this report.

RECOMMENDATION – GRANT Subject to the following conditions:

CONDITIONS

1. The development shall not commence until approval of the following reserved matters has been obtained in writing from the Local Planning Authority: - a. Layout b. Scale c. Appearance d. Landscaping Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 2 years from the date of this permission.

The landscaping reserved matters details shall be designed using the principle's established in the Council's adopted Landscaping charter Assessment 2012 and using indigenous species which shall include indications of all existing trees on the land and details of any to be retained.

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: No such details have been submitted and in accordance with the provisions of Section 92 of the Town and Country Planning Act 1990.

2. The details of landscaping submitted pursuant to condition 1 above shall provide for the following:
 - (i) Details of all trees to be retained and any to be removed together with detailed Root Protection Plans in accordance with the recommendations of BS5837:2012 'Trees in relation to design demolition and construction-recommendations'.

- (ii) A detailed arboricultural method statement that includes assessment of the works relating to the provision of the new site access road.
- (iii) A long term landscape management plan for the site in conjunction with the ecological mitigation and enhancement measures to be provided on the site pursuant to condition 3 below.
- (iv) Measures to prevent parking on any landscaped verges along the site access roads.
- (v) A detailed planting and landscaping schedule for the re-instatement of the section of the existing site access road to be stopped-up.
- (vi) Details of tree, hedgerow and appropriate under-storey planting for the proposed new access road. Reason: No such details have been submitted and to ensure a satisfactory appearance to the development.

Reason: No such details have been submitted and to ensure a satisfactory appearance to the development.

3. Prior to the commencement of the development written details and samples of the materials to be used in the construction of the external surfaces of any buildings shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved materials.

Reason: In the interests of visual amenities of the area.

4. The development shall be carried out in accordance with the recommendations of the ecological survey report dated July 2013 and shall include;
 - (i) the provision of bat bricks/boxes, bird nesting boxes and swift bricks.
 - (ii) the retention of a proportion of the cordwood within the site.
 - (iii) the provision of refugia and hibernacula.
 - (iv) the provision of 'wildlife-friendly' drainage gullies.
 - (v) the retention within the site as undeveloped of the area where reptiles have been recorded.

Reason: To secure appropriate enhancement within the site in the interests of ecology and biodiversity.

5. All trees to be retained must be protected by barriers and/or ground protection in accordance with BS 5837 (2012) 'Trees in Relation to Design Demolition & Construction-Recommendations'. No work shall take place on site until full details of protection have been submitted to and approved in writing by the Local Planning Authority. The approved barriers and/or ground protection shall be erected before any equipment, machinery or materials are brought onto the site and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed, nor fires lit, within any of the areas protected in accordance with this condition. The siting of barriers/ground protection shall not be altered, nor ground levels changed, nor excavations made within these areas without the written consent of the Local Planning Authority;

Reason: To safeguard existing trees to be retained and to ensure a satisfactory setting and external appearance to the development.

6. No part of the development shall be occupied until details of the proposed lighting scheme have been submitted to and approved by the local planning authority. The details submitted for approval shall include;
 - i) the submission of lighting contour plots showing the site and adjoining development;

ii) sufficient detail to demonstrate that the proposed scheme complies with the recommendations of the Institute of Lighting Engineers 'Guidance Notes for reduction of Obtrusive Light' for sites located in Environmental Zone E2 and;
iii) measures to demonstrate that light spillage into the proposed landscaped areas and undeveloped areas around the site has been minimised. The development shall be carried out in accordance with the subsequently approved details and maintained thereafter.

Reason: In the interests of the character of the area and ecology/biodiversity.

7. The development shall not commence until a details of foul and surface water sewerage disposal have been submitted to and approved in writing by the local planning authority in consultation with Southern Water. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent flooding both on and off site by ensuring the satisfactory disposal of foul and surface water.

8. Details of all fencing, walling and other boundary treatments shall be submitted for approval in conjunction with the details of the reserved matter of landscaping submitted pursuant to condition 1 above. The development shall be carried out in accordance with the subsequently approved details before the first occupation of the buildings or land and maintained thereafter. The submitted details shall show inter-alia;
(i) Large scale drawings of the re-built ragstone wall to the Straw Mill Hill frontage.

Reason: To ensure a satisfactory appearance to the development and to safeguard the enjoyment of their properties by existing and prospective occupiers.

9. There shall be no occupation of the dwellings hereby permitted until the provision by way of a Section 278 Agreement between the applicant and Kent Country Council Highways, of the works identified in the application and agreed with the applicant and the Highway Authorities until the following works have been constructed and completed.
i) The provision of the highway works and footpaths on Straw Mill Hill as shown on drawing no. 21156B_007 Rev A and T0208-02 Rev P3.
ii) The provision of improvements to the existing bus stop in Farleigh Hill shall include the provision of bus boarders to assist passengers boarding and alighting.
iii) The provision of improvements to road surfacing and signing at Straw Mill Hill/Farleigh junction as shown on drawing numbered 10664-T-04 Rev P1.

Reason: In the interests of highway and pedestrian safety.

10. The development shall not commence until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded.

11. The development shall not commence until:
i. The application site has been subjected to a detailed scheme for the investigation and recording of site contamination and a report has been submitted to and approved

by the Local planning authority. The investigation strategy shall be based upon relevant information discovered by a desk study. The report shall include a risk assessment and detail how site monitoring during decontamination shall be carried out. The site investigation shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology and these details recorded.

ii. Detailed proposals in line with current best practice for removal, containment or otherwise rendering harmless such contamination (the 'Contamination Proposals') have been submitted to and approved by the Local Planning Authority. The Contamination Proposals shall detail sources of best practice employed.

iii. Approved remediation works have been carried out in full on site under a Quality Assurance scheme to demonstrate compliance with the proposed methodology. If, during any works, contamination is identified which has not previously been identified additional Contamination Proposals shall be submitted to and approved by, the local planning authority.

iv. Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the local planning authority. The closure report shall include full details of the works and certification that the works have been carried out in accordance with the approved methodology. The closure report shall include details of any post remediation sampling and analysis together with documentation certifying quantities and source/destination of any material brought onto or taken from the site. Any material brought onto the site shall be certified clean;

Reason: To prevent harm to human health and pollution of the environment.

12. To safeguard the future occupants of the site the development shall not commence until, a detailed scheme for the investigation, recording and remediation of gas has been carried out. Such a scheme shall comprise:

i. A report to be submitted to and approved by the local planning authority. The report shall include a risk assessment and detail how on site monitoring during the investigation took place. The investigation shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a methodology that complies with current best practice, and these details reported.

ii. Detailed proposals in line with current best practice for gas protection measures (the 'Gas Protection Proposals') have been submitted to and approved by the Local Planning Authority. The Proposals shall detail sources of best practice employed.

iii. Approved works shall be carried out in full on site prior to first occupation.

iv. Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority. The closure report shall include full details of the works and certification that the works have been carried out in accordance with the approved scheme;

Reason: To prevent harm to human health and pollution of the environment.

13. The development shall not be commenced until a report, undertaken by a competent person in accordance with current guidelines and best practice, has been submitted to the local planning authority for approval. The report shall contain and address the following:

i) An assessment of air quality on the application site and of any scheme necessary for the mitigation of poor air quality affecting the residential amenity of occupiers of this development.

ii) An assessment of the effect that the development will have on the air quality of the surrounding area and any scheme necessary for the reduction of emissions giving rise to that poor air quality. The assessment should, where possible, quantify what

Planning Committee Report

measures or offsetting schemes are to be included in the development which will reduce the transport related air pollution of the development during construction and when in occupation.

The developer should have regard to the DEFRA guidance from the document Low Emissions Strategy -using the planning system to reduce transport emissions January 2010.

Any scheme of mitigation set out in the subsequently approved report shall be implemented prior to the first occupation of the building and maintained thereafter

Reason: To prevent harm to human health and pollution of the environment.

14. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: To protect the underlying groundwater from the risk of pollution.

15. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason: To protect the underlying groundwater from the risk of pollution.

16. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect the underlying groundwater from the risk of pollution.

17. The details of layout submitted pursuant to condition 1 above shall inter-alia include the provision of an appropriately sized, designed, located and equipped children's play area.

Reason: No such details have been submitted and to ensure a satisfactory environment for the occupiers of the development.

18. The development hereby permitted shall be carried out in accordance with the following approved plans:-

Site location	21156B_001 Revision A
Exiting site layout	21156B_002 Revision A
Proposed site entrance survey	21156B_005 Revision A
Proposed site entrance sections	21156B_006 Revision A
Proposed site entrance	21156B_007 Revision A
Boundary investigations	0123/1195/01
Proposed site access and off site	

Planning Committee Report

Improvements- survey	T0208-01 Revised P1
Proposed site access and off site	
Improvements- survey	T0208-02 Revised P3
Proposed access road long section	T0208-04 Revised P1
Proposed Junction Improvements	10664-T04 Revised P1
Typical access section	T0208-05 Revised P1
Ecology Appraisal by Lloydbore landscape and ecology	Jan 2013
Ecology Addendum by JFA Environmental	July 2013
Phase 1 habitat survey by Bureau Veritas Limited	November 2009
Flood Risk Assessment & Surface Water Drainage Strategy by RSK	June 2015
Geo-environmental site assessment Part (1) by RSK	July 2015
Geo-environmental Final Borehole Log by RSK	July 2015
Tree report by Broad Oak Tree Consultants Limited	May 2015
Transport Assessment Report and related appendices by DHA	June 2015
Planning statement by DHA	July 2015

Reason: To ensure the quality of the development is maintained and to prevent harm to the character of the surrounding area.

19. The reconstruction of the ragstone wall as shown on drawing no. 21156B_007 revA shall not be commenced until a sample panel of the ragstone to be used that clearly demonstrates the proposed bond, mortar mix and pointing method has been provided on site for approval by the local planning authority. The development shall thereafter be implemented in accordance with the approved details and the sample panel retained on site as a reference until works to rebuild the ragstone wall have been completed.

Reason: To ensure a satisfactory visual appearance to the site in the interests of the visual amenity and character of the area.

20. The development shall not commence until, details of the proposed slab levels of the buildings and the existing and proposed site levels have been submitted to and approved in writing by the Local Planning Authority and the development shall be completed strictly in accordance with the approved levels;

Reason: In order to secure a satisfactory form of development having regard to the topography of the site and in the interests of the visual amenity of the area.

21. The approved details of the parking/turning area shall be completed before the commencement of the occupation of the dwellings hereby permitted and shall thereafter be kept available for such a use. No development, whether permitted by the Town and Country Planning (General Permitted Development Order 2015 (or any order, revoking and re-enacting that Order, with or without modification), or not, shall be carried out on the areas indicated or in such a position as to preclude vehicular access to them.

Reason: In the interests of highway safety.

22. The details of layout submitted pursuant to condition 1 above shall inter-alia include the provision of an appropriately designed and located pedestrian/cycle and vehicle route of access to be provided up to the extent of the north-west site boundary.

Reason: In the interest of permeability and greater integration of the application site with future development of the land to the north-west.

Planning Committee Report

Informatives set out below

1- The layout plan, elevational drawings and the design and access statement submitted with the full application are not considered acceptable for follow up submission of reserved matters application(s). The applicant is advised to discuss the design of the layout design of the housing estate and elevational design of any flat blocks and houses. The layout design should make provision for a play area for children.

2- Attention is drawn to Sections 60 and 61 of the Control of Pollution Act 1974 and to the Associated British Standard Code of practice BS5228:1997 for noise control on construction sites. Statutory requirements are laid down for control of noise during works of construction and demolition and you are advised to contact the Environmental Health Manager regarding noise control requirements.

3- Plant and machinery used for demolition and construction shall only be operated within the application site between 0800 hours and 1900 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sunday and Bank Holidays.

4- No vehicles may arrive, depart, be loaded or unloaded within the general site except between the hours of 0800 and 1900 Mondays to Fridays and 0800 and 1300 hours on Saturdays and at no time on Sundays or Bank Holidays.

5- Adequate and suitable provision in the form of water sprays should be used to reduce dust from demolition work.

6- The importance of notifying local residents in advance of any unavoidably noisy operations, particularly when these are to take place outside the normal working hours, cannot be stressed enough. Where possible, the developer shall provide the Council and residents with a name of a person and maintain dedicated telephone number to deal with any noise complaints or queries about the work, for example scaffolding alarm misfiring late in the night/early hours of the morning, any over-run of any kind.

7- Adequate and suitable measures should be carried out for the minimisation of asbestos fibres during demolition, so as to prevent airborne fibres from affecting workers carrying out the work, and nearby properties. Only contractors licensed by the Health and Safety Executive should be employed.

8- Any redundant materials removed from the site should be transported by a registered waste carrier and disposed of at an appropriate legal tipping site.

9- The developer may be required to produce a Site Waste Management Plan in accordance with Clean Neighbourhoods and Environment Act 2005 Section 54. As per the relevant act and the Site Waste Management Regulations 2008, this should be available for inspection by the Local Authority at any time prior to and during the development.

10 To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Atkins Ltd. Anglo Street James House, 39A Southgate Street, Winchester, SO23 9EH

11- When designing the lighting scheme for the proposed development pursuant to condition 6 above, the recommendations by the Bat Conservation Trust must be considered (where applicable)

a) Low-pressure sodium lamps or high-pressure sodium must be used instead of mercury or metal halide lamps where glass glazing is preferred due to its UV filtration characteristics.

Planning Committee Report

- b) Lighting must be directed to where it is needed and light spillage avoided. Hoods must be used on each light to direct the light and reduce spillage.
- c) The times during which the lighting is on must be limited to provide some dark periods. If the light is fitted with a timer this must be adjusted to the minimum to reduce the amount of 'lit time'.
- d) Lamps of greater than 2000 lumens (150 W) must not be used.
- e) Movement sensors must be used. They must be well installed and well aimed to reduce the amount of time a light is on each night.
- f) The light must be aimed to illuminate only the immediate area required by using as sharp a downward angle as possible. This lit area must avoid being directed at, or close to, any bats' roost access points or flight paths from the roost. A shield or hood can be used to control or restrict the area to be lit. Avoid illuminating at a wider angle as this will be more disturbing to foraging and commuting bats as well as people and other wildlife.
- g) The lights on any upper levels must be directed downwards to avoid light spill and ecological impact.
- h) The lighting must not illuminate any bat bricks and boxes placed on the buildings or the trees in the grounds.

12- The developer shall implement a scheme for the use of wheel cleaning, dust laying and road sweeping, to ensure that vehicles do not deposit mud and other materials on the public highway in the vicinity of the site or create a dust nuisance.

13- Construction traffic and worker's vehicles in association with the development should only park within the application site and not on surrounding roads in the interests of highway safety.

14- The use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying ground waters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

15- Attention is drawn to Approved Document E Building Regulations 2010 "Resistance to the Passage of Sound" – as amended in 2004 and 2010. It is recommended that the applicant adheres to the standards set out in this document in order to reduce the transmission of excessive airborne and impact noise between the separate units in this development and other dwellings.

16- It is recommended that during subsequent Road Safety Audits following the grant of planning permission, auditors should review whether additional signage would be necessary on the westbound approach to the proposed vehicular access to provide greater forewarning of the access to approaching drivers.

Case Officer: James Bailey