

COMMITTEE REPORT

Committee: East Area

Ward: Heworth Without

Date:

Parish: Heworth Without Parish
Council

Reference: 08/01126/FUL

Application at: 1 Beans Way York YO31 1HT

For: Single storey detached dwelling on land adjacent to 1 Beans Way following demolition of garage, single storey side extension and porch to 1 Beans Way

By: Mr M Hussain

Application Type: Full Application

Target Date: 7 August 2008

1.0 PROPOSAL

1.1 The application site is located within a residential estate built in the 1960's, with a wide variety of house types and sizes. 310 Stockton Lane lies to the north, 2 and 3 Beans way to the south, 312 Stockton Lane to east, and the properties along Galtres Road on the opposite side of Beans Way are situated to the west. Adjoining the site to the south also lies a public footpath which connects Beans Way with Ryecroft Close. The site is currently occupied by a detached bungalow with a large detached flat roof garage in the northern corner.

1.2 This is a revised full planning application to erect a 2 bedroom bungalow following the demolition of the existing flat roof garage and partial demolition of the existing dwelling. The proposed development would also involve a single storey addition to the south of the existing bungalow, and a replacement porch on the front elevation. A 1.8m high boundary fence between the existing property and the proposed bungalow, a new landscaped area, a new driveway and bin and cycle storage areas also formed part of the scheme.

1.3 The proposed bungalow would measure 10.0m x 9.0m (max), with eaves height of 2.5m and an overall height of 5.0m. Both dimensions are broadly in line with the existing bungalow.

1.4 The latest revised drawings show the following changes:

i. the width of the southern extension to the existing bungalow has been reduced to 2.65m from the original 3.5m, leaving a 1.0m gap between the southern wall of the extension and the public footpath;

ii. the front wall of the proposed bungalow has been set 400mm back in line with the existing bungalow;

iii. an L-shaped footprint has been introduced to mirror the set back evident on the existing property; and

iv. a below ground surface water storage tank has been added within the front garden to store surface water and allow it to be discharged to the main sewer at a restricted rate.

1.5 Access into the site is from Beans way off Stockton Lane. The plans submitted show there would be individual driveways for both the existing and the proposed bungalows. Highway officers are satisfied that the driveways allocated for both the dwellings are capable of accommodating two vehicles each. A new drop kerb is proposed between the public highway and the new driveway fronting the existing bungalow. A cycle storage shed would be provided for each of the units, each accommodating two cycles.

1.6 This application is brought to Planning Committee due to the high level of public interest and the appeal history relating to the site. As one of the key issues is the impact of the proposal on the streetscene, a site visit has also been recommended.

RELEVANT PLANNING HISTORY

1.7 In January 2007 an outline application to erect 2no. detached dormer bungalows following demolition of an existing bungalow and garage (ref. no.: 06/02422/OUT) was refused under delegated power for the following reasons:

i. "The proposed development is in conflict with policy GP10 of the City of York Draft Local Plan 2005 in that by virtue of its overall footprint in relation to the size of the application site, the proposed development would fail to provide sufficient space to accommodate various domestic and leisure activities for the eventual occupants."

ii. "By virtue of the close proximity between the two dwellings proposed, the proposed scheme would fail to provide adequate level of privacy for future occupants living in these dwellings, contrary to policy H5a of the City of York Draft Local Plan 2005".

1.8 An appeal was made against the decision of the Local Planning Authority in February 2007 (Appeal ref. no.: APP/C2741/A/07/2037290) and was dismissed by the Planning Inspectorate on 12 June 2007. Part 4 of the report below outlines the reasons for dismissing the appeal.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary York City Boundary 0001

DC Area Teams East Area (1) 0003

2.2 Policies:

CYGP1
Design

CYGP4A
Sustainability

CYGP10
Subdivision of gardens and infill devt

CYT4
Cycle parking standards

CYH4A
Housing Windfalls

CYH5A
Residential Density

CYH7
Residential extensions

CYL1C
Provision of New Open Space in Development

3.0 CONSULTATIONS

EXTERNAL

3.1 Neighbours notified and site notice posted - Expired 10 July 2008. 5 letters of objections received on the following grounds:

- this property was the first house built on this land - the flagship home for the estate;
- it was a former home of the man who gave Beans Way its name (Mr. Noel Bean), as such it should be treated with some sensitivity;
- the prominence of this property has meant that any development here would have an impact on the lives of the people living in this estate;
- this is a classic 1960s building due to its architectural character and appearance. The proposal would destroy its architectural quality and its original setting;
- the existing property merits listing;
- the proposal would effectively demolish the existing dwelling.
- the proposal would result in the sheer vandalism of this property;
- by altering the existing dwelling to make way for the new dwelling is unsustainable;
- the proposal is not sympathetic to the host building and the character of the area;
- the proposal is disproportional to the main building;
- the proposal does not relate to the 1960s look of the existing property;
- the proposal would affect the classic roofline of existing building;

- the proposal would result in the loss of the garden at the side. The front garden would be given over to car parking, and the rear garden will be halved, leaving little amenity space for what is a family home;
- the proposal would harm the view of the occupants at 2 Beans Way;
- the proposal is not sustainable as it would result in a loss of garden to make way for parking.
- the proposal would result in the loss of an estimated 40 per cent of the mature beech hedge mentioned as valuable by the planning inspector;
- the proposal would not result in a more attractive road frontage;
- there would be a large, ugly and windowless wall to the south of the property which would encroach on the neighbours to the south;
- the proposal would harm an area characterised by relatively low density housing and occupied by elderly people and small families;
- the proposal would increase traffic in the area and particularly around the junction with Stockton Lane where there are already traffic and parking problems, partly due to cars parked near the application site by patients visiting the Chiropractice on Stockton Lane;
- an additional driveway without adequate turning space will only increase traffic problems;
- the proposed extension would make the footpath dark and unattractive to the many elderly users;
- the proposal would add pressure to the existing sewerage system, which is already struggling to cope with heavy rain;
- the existing pumping system to the rear of 3 Beans Way is already inadequate. The proposal would not improve the situation;
- this application should be more widely publicised;
- the proposal represents an overdevelopment of the site;
- the proposed building line may interfere with the sightline on what at the present time is a bad corner for traffic;

3.2 Five letters of objections received following the submission of amended drawings. The following concerns were raised:

- the revised scheme is still an overdevelopment of the site;
- the proposal only allows two vehicles to be parked off the road;
- the revision may not have done enough to keep an acceptable distance from the existing footpath;
- the revised scheme have not fully addressed problems with the sewerage, surface water, speeding vehicles, parking on a public highway, sustainability, and poor quality design;
- the proposal would set a harmful precedent to future developments in this location;
- the proposal would destroy the fine beech hedging planted by Noel Bean, a well-respected figure in Heworth;
- this classic building should be left untouched;
- the revised scheme would still have an impact on the streetscene;

3.3 Heworth Without Parish Council - first response received 27 June 2008. No objections. No further response received following the submission of revised drawings.

3.4 Foss Internal Drainage Board - response received 4 July 2008. No objections subject to recommended conditions. No further response received following the submission of additional information.

3.5 Yorkshire Water - first comments received 13 October 2008. Yorkshire Water have no objections to the proposed surface water connection to their nearby sewer. Further comments received 16 January 2009:

- it is confirmed that there is a 150mm foul public sewer in the highway of Beans Way within 3m of the boundary of the property;
- this sewer is of sufficient size to accommodate the additional flows from the proposed development. Yorkshire Water have no recorded incidents in relation to this sewer or the sewer network as a whole in this area.
- the development is to a gravity sewer downstream of their nearby pump station and therefore has no impact upon its operation.
- In light of the above it is confirmed that the proposed connection and additional flows causes us no operational concerns and therefore Yorkshire Water have no objections in principle to the proposals.

INTERNAL

3.6 Drainage Engineering Consultancy - First response received 1 July 2008. The consultancy objected as insufficient information has been provided by the developers to determine the potential impact the proposals may have on the existing drainage system.

3.7 Drainage Engineering Consultancy - Second response received 16 January 2009 following the submission of additional drawings showing the proposed surface water drainage connection and surface water drainage tank. The Consultancy has removed their previous objections subject to drainage conditions.

3.8 Highway Network Management team - first response received 30 June 2008. No objections subject to recommended conditions. Second response received 19 January 2009 following the submission of revised drawings; the following comments were made:

- There are no objections in principle to these amended proposals;
- it is noted that the adopted footway running along the south east side of the existing dwelling is shown as being rounded off, approximately 10m centreline, at the southern corner.
- There are no specific requirements or recommendations of the highway authority to re-route the footway as a consequence of this development in the manner shown,
- should the applicant offer to provide such "improvements" then detailed drawings and proposals should be submitted for our approval and, if appropriate, agreements entered into to secure the works.
- Amended drawings requested to show either the true extent of the site or proposed footway re-routing.

3.9 Environmental Protection Unit - Response received 25 June 2008. No objections. Informatives recommended.

3.10 Lifelong Learning and Leisure - Response received 3 July 2008. As there is no on-site open space financial contribution toward off-site provision is required. This should be based on the latest York formula.

4.0 APPRAISAL

4.1 The main issues to be considered are:

- i. Principle of residential development
- ii. Character, appearance and impact on residential amenity
- iii. Drainage
- iv. Parking and Highway Safety
- v. Sustainability

PRINCIPLE OF RESIDENTIAL DEVELOPMENT

4.2 Neither the reasons for refusing the first application nor the Inspector's subsequent decision letter raised any objections to the principle of residential development on this site. Policy H4a of the City of York Draft Local Plan broadly reflects Central Government advice within Planning Policy Statement 3 ("Housing") and supports residential development within the urban area which involves the redevelopment of existing building in a location with good accessibility to jobs, shops and services by non-car modes. It also requires developments to be of an appropriate scale and density to surrounding development, and would not have a detrimental impact on existing landscape feature. These issues are assessed below.

CHARACTER, APPEARANCE AND RESIDENTIAL AMENITIES

4.3 At the time of dismissing the appeal, concerns were expressed by the Planning Inspector regarding the size and positioning of the proposed dwellings. He noted that "the front main wall of both proposed dwellings would stand well forward of that of the existing dwelling; and in front of the line of the side boundary of no.310 Stockton Lane" (paragraph 7). Furthermore, "the proposal would bring a much larger building on to the northern part of the plot and, in particular, its gable wall would form the common boundary with the garden of 310 Stockton Lane and with part of the close-mown highway verge, at the entrance of Bean's Way" (paragraph 7). As such, the inspector considered that "the scale and mass of the side elevation of the bungalow on the northern site boundary, together with its position in relation to the highway verge, would dominate this part of the site and would unacceptably intrude into the street scene at the entrance of this residential estate" (paragraph 7).

4.4 The latest submission shows the existing bungalow would be altered rather than completely demolished and the front wall of the new dwelling would not project beyond the existing property. In relation to 310 Stockton Lane, the front walls of both the existing and proposed dwellings would not protrude beyond the side boundary of this property, and in order to mirror the set back evident on the existing property, the footprint of the proposed building would be in the form of an L-shape. The latest submission further shows a 1.0m gap between the northern wall of the new dwelling and the boundary hedge to the rear of 310 Stockton Lane; the overall width of the

side wall facing 310 Stockton Lane would be reduced to 9.6m from the original 11.0m (as shown in the original 2006 submission). It is considered that the amendments to the original scheme as described above would sufficiently address the concerns regarding unacceptable intrusion into the street scene at the entrance of the residential estate. The proposed amendments would also address the Inspector's second concern regarding the impact the side wall of the proposed bungalow would have on the garden at 310 Stockton Lane in terms of overshadowing and visual intrusion.

4.5 Issues concerning the architectural merits of the existing 1960s bungalow within the application site, and its contribution to the character and appearance of this estate had been considered at the time of the appeal. The inspector acknowledged that this building "has an unusual design" (paragraph 5). Nevertheless, he did not consider that the building "has a sufficiently special or distinctive appearance that would demand its retention for its own sake" (paragraph 5). It is further noted that this is not a listed building, and that the application site is outside a conservation area. As such, the fact that this was the former home of the man who gave Beans Way its name is unlikely to warrant its retention. Notwithstanding this, the latest scheme seeks to retain parts of the existing bungalow.

4.6 The only structure which requires complete demolition is the flat roofed detached garage which occupies about a third of the plot width. The inspector considered that this is a garage with "very ordinary appearance" (paragraph 5).

4.7 The proposed bungalow occupies a smaller footprint than the original building. To reflect the character of original bungalow the scheme mirrors the "L" shaped form of its footprint. The height, fenestration, pitched roof appearance, eaves details and use of materials would compliment the existing dwelling and would sit comfortably within the local street scene. The proposed additions to the existing dwelling would be in keeping with the general design of the original building and would be subservient to the scale and massing of the existing bungalow. In order to reduce the visual impact the proposed extension would have on the users of the public footpath, the latest revised plan shows there would be a 1.0m gap between the proposed extension and the footpath to the south of the site. Overall, it is not considered that the character and appearance of the area would be unduly compromised by this development.

4.8 The original scheme was refused in 2007 due to the close arrangement of the two bungalows and insufficient garden spaces to serve two dwellings. The inspector disagreed with the reasons for refusal, in that he felt the close arrangement of the two bungalows would be consistent with the general pattern of development elsewhere (paragraph 8). He also acknowledged that although the proposed garden spaces were small, they would be the same as that currently available to the existing dwelling, and that the overall amenity space would be sufficient (paragraph 14). The amenity spaces proposed for the two dwellings would be slightly larger than the original refused scheme. Furthermore, the footprint to be occupied by the proposed development would be less than the original scheme. As such, and having taken into account the Inspector's decision, it is not considered that the proposal constitutes an overdevelopment of the site.

4.9 The scheme would involve the removal of parts of the boundary hedge fronting the public highway. It is not considered that the extent of the removal as shown on the submitted drawings would unacceptably affect the general character and appearance of the area.

DRAINAGE

4.10 Following the concerns raised by the Council's drainage engineering consultancy, additional information has been provided to ensure the site can be adequately drained as a result of the proposals. Detailed calculations of surface water runoff from the development have been carried out, and the point of discharge of the existing drainage system has been investigated. As a result of this work the applicant proposes to install a surface water storage tank within the front garden, which will store surface water and allow it to be discharged to the main sewer at a restricted rate.

4.11 Drainage engineering consultancy has now removed their initial objections following the submission of additional information. This is subject to a condition requiring surface water discharge from the site to be restricted to a maximum of 1.1 litres per second with a storage tank of minimum 5.34 cubic metres (condition 12). A condition requiring the position and details of the flow control device manhole to be approved (condition 13), and a condition controlling the existing and proposed finished floor and ground levels (condition 14) have also been recommended.

4.12 It has been confirmed by Yorkshire Water that there is a 150mm foul public sewer within Beans Way. This sewer is considered by Yorkshire Water to be of sufficient size to accommodate the additional flows from the proposed development. Yorkshire Water has no recorded incidents relating to this sewer or the sewer network as a whole in this area. Hence the proposed connection and additional flows would cause no operational concerns. Yorkshire Water has also raised no objections to the proposed surface water connection to their public sewer.

PARKING AND HIGHWAY SAFETY

4.13 Highways officers are satisfied that the driveways proposed for both the existing and proposed dwellings are capable of parking two vehicles each. Appendix E of the City of York Draft Local Plan sets out the maximum car parking standard; this is 1 per two bedrooms dwelling and 2 per three or more bedrooms dwelling. Given that the existing dwelling would remain as a three bedroom property and the proposed bungalow would contain two bedrooms only, the scheme proposed would exceed the Council's car parking standards. No concerns were raised by the Highway Network Management team regarding highway safety subject to standard highway conditions (conditions 8 to 11).

4.14 With regard to the layout of the public footway as shown on the submitted site plan, the applicant's agent has confirmed that the proposals will not encroach upon the existing highway. It is also not intended to create an additional area of highway, amend the route of the footpath, nor extend the existing highway into the application site. An amended plan has been submitted to show a more accurate boundary of the site. No further concerns are raised by the Highway Network Management team.

SUSTAINABILITY

4.15 In accordance with policy GP4a of the City of York Draft Local Plan a Sustainability Statement covering the criteria set out in this policy has been submitted with the planning application. The latest scheme is considered to be more sustainable than that of the previous application, in that it seeks to make use of the existing bungalow on the site. It is hoped that some of the existing materials can be re-used to construct the new extension to the bungalow. In order to reduce surface water runoff a large area of hardstanding will be replaced with soft landscaping. In addition, the applicant will install water butts to collect rainwater from the roofs of the properties for use to water garden areas. As shown on the site plan, there would be adequate provision for the storage and collection of refuse and recycling.

4.16 The site is also located within the main urban area of York with good access to local services and public transport network. The nearest local shops are located within 2km of the site in the centre of the village of Heworth including a convenience store, pharmacy and other local services. The nearest local schools are Hempland Junior school and the secondary school Burnholme Collage, both of which are located within walking distance of the site.

4.17 The proposal accords with the general principles of sustainable development. Nevertheless in accordance with the standards set out in the Interim Planning Statement on Sustainable Design and Construction, the development is expected to achieve Code for Sustainable Homes Level 3*** or above as a minimum. The Interim Planning Statement also requires at least 5% of the expected energy demand for the development to be provided through on-site renewable generation. These requirements are to be secured by recommended conditions (conditions 15 and 16).

OTHER MATERIAL CONSIDERATION

4.18 Public consultation - Neighbours notification was carried out in accordance with the standards set out in the "Publicity for Planning Application" document produced by the Council. This procedure was prepared in line with the standards set out in Circular 15/92 "Publicity for Planning Applications" published by the then Department of the Environment.

4.19 Open space - In accordance with Policy L1c of the City of York Draft Local Plan 2005 a commuted sum payment towards off site open space provision is required. For a 2 bedroomed property (as proposed), the commuted sum required is £1242.00.

4.20 Having taken the above into account, it is considered that the proposal accords with the policies set out in the City of York Draft Local Plan. It is also considered that the concerns of the Inspector expressed in the previous appeal have been fully addressed. Hence this application is recommended for approval.

5.0 CONCLUSION

By virtue of the above this application is recommended for approval.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

2 The development hereby permitted shall be carried out only in accordance with the following plans:-

ARK-274-02RA, ark-274-001 and ark-274-002

or any plans or details subsequently agreed in writing by the Local Planning Authority as amendment to the approved plans.

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 VISQ8 Samples of exterior materials to be app

4 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 as amended the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting that Order), development of the type described in Classes A, B, C, D and E of Schedule 2 Part 1 of that Order shall not be carried out without the prior written consent of the Local Planning Authority.

Reason: In the interests of the amenities of the adjoining residents the Local Planning Authority considers that it should exercise control over any future extensions or alterations which, without this condition, may have been carried out as "permitted development" under the above classes of the Town and Country Planning (General Permitted Development) Order 1995 as amended the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008.

5 No development shall commence unless and until details of provision for public open space facilities or alternative arrangements have been submitted to and approved in writing by the Local Planning Authority. The Open space shall thereafter be provided in accordance with the approved scheme or the alternatives arrangements agreed in writing by the Local Planning Authority and thereafter implemented, prior to first occupation of the development.

Reason: In order to comply with the provisions of Policy L1c of the Development Control Local Plan which requires that all new housing sites make provision for the open space needs of future occupiers.

INFORMATIVE:

The alternative arrangements of the above condition could be satisfied by the completion of a planning obligation made under Section 106 of the Town and

Country Planning Act 1990 by those having a legal interest in the application site, requiring a financial contribution towards off site provision of open space. The obligation should provide for a financial contribution calculated at £1242.00.

No development can take place on this site until the public open space has been provided or the Planning Obligation has been completed and you are reminded of the local planning authority's enforcement powers in this regard.

6 Notwithstanding the information contained on the approved plans, the height of the approved development shall not exceed 5 metres, as measured from existing ground level. Before any works commence on the site, a means of identifying the existing ground level on the site shall be agreed in writing, and any works required on site to mark that ground level accurately during the construction works shall be implemented prior to any disturbance of the existing ground level. Any such physical works or marker shall be retained at all times during the construction period.

Reason: To establish existing ground level and therefore to avoid confusion in measuring the height of the approved development, and to ensure that the approved development does not have an adverse impact on the character of the surrounding area.

7 All demolition and construction works and ancillary operations, including deliveries to and despatch from the site shall be confined to the following hours:

Monday to Friday	08.00 to 18.00
Saturday	09.00 to 13.00
Not at all on Sundays and Bank Holidays.	

Reason: To safeguard the amenities of adjoining occupants.

- 8 HWAY10 Vehicular areas surfaced, details reqd
- 9 HWAY19 Car and cycle parking laid out
- 10 HWAY25 Pedestrian visibility splays protected
- 11 HWAY31 No mud on highway during construction

12 Surface water discharge from the application site shall at all times be restricted to a maximum of 1.1 litres/second and the capacity of the surface water storage tank as shown on drawing no. Ark-274-001 shall at all times be a minimum 5.34 cubic metres. The surface water drainage system shown on the approved drawing shall be fully operational prior to the occupation of the dwelling hereby approved.

Reason: To ensure the site is adequately drained.

13 Notwithstanding the information obtained on the approved drawing, prior to the commencement of development details and position of flow control device manhole shall be submitted to and agreed in writing by the local planning authority.

Thereafter the approved details shall be fully implemented and shall not be removed or altered unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the site is adequately drained.

14 Notwithstanding the information obtained on the approved drawing, prior to the commencement of development details of the existing and proposed finished floor and ground levels shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the approved details shall be fully implemented and shall not be altered unless otherwise agreed in writing by the local planning authority.

Reason: So that the Local Planning Authority may be satisfied that adequate protection against flooding is achieved.

15 Prior to the commencement of the development, the developer shall submit for the written approval of the Local Planning Authority an initial Code for Sustainable Homes (CSH) Design Stage assessment for the development. Unless otherwise agreed in writing with the Local Planning Authority, this shall indicate that at least the minimum code level 3-star rating will be achieved. This shall be followed by the submission of a CSH Post Construction Stage assessment, and a CSH Final Certificate (issued at post construction stage). These documents shall be submitted to the Local Planning Authority after completion and before first occupation of the building. Both documents submitted shall confirm that the code rating agreed in the initial CSH Design Stage assessment has been achieved.

Reason: In the interests of sustainable development.

16 Unless otherwise agreed in writing by the Local Planning Authority, a minimum of 5% of the expected energy demand for the development hereby approved shall be provided through on site renewable generation for heat and/or electricity. Prior to the commencement of development a statement outlining how this is achieved shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is sustainable and accords with Policy GP4a of the Draft City of York Local Plan and the City of York Interim Planning Statement on Sustainable Design and Construction.

17 VISQ4 Boundary details to be supplied

7.0 INFORMATIVES: Notes to Applicant

1. REASON FOR APPROVAL

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance,

with particular reference to the principle of residential development, character and appearance, residential amenity, drainage, parking, highway safety and sustainability. As such the proposal complies with Policies GP1, GP4a, GP10, T4, H4a, H5a, H7, L1c of the City of York Local Plan Deposit Draft.

2. If, as part of the proposed development, the applicant encounters any suspect contaminated materials in the ground, the Contaminated Land Officer at the council's Environmental Protection Unit should be contacted immediately. In such cases, the applicant will be required to design and implement a remediation scheme to the satisfaction of the Local Planning Authority. Should City of York Council become aware at a later date of suspect contaminated materials which have not been reported as described above, the council may consider taking action under Part IIA of the Environmental Protection Act 1990.

3. The developer's attention should also be drawn to the various requirements for the control of noise on construction sites laid down in the Control of Pollution Act 1974. In order to ensure that residents are not adversely affected by air pollution and noise, the following guidance should be noted and acted upon. Failure to do so could result in formal action being taken under the Control of Pollution Act 1974:

i. The work shall be carried out in such a manner so as to comply with the general recommendations of British Standards BS 5228: Part 1: 1997, a code of practice for "Noise and Vibration Control on Construction and Open Sites" and in particular Section 10 of Part 1 of the code entitled "Control of noise and vibration".

ii. All plant and machinery to be operated, sited and maintained in order to minimise disturbance. All items of machinery powered by internal combustion engines must be properly silenced and/or fitted with effective and well-maintained mufflers in accordance with manufacturers instructions.

iii. The best practicable means, as defined by Section 72 of the Control of Pollution Act 1974, shall be employed at all times, in order to minimise noise emissions.

iv. All reasonable measures shall be employed in order to control and minimise dust emissions, including sheeting of vehicles and use of water for dust suppression.

v. There shall be no bonfires on the site.

4. INFORMATIVE:

You are advised that prior to starting on site consent will be required from the Highway Authority for the works being proposed, under the Highways Act 1980 (unless alternatively specified under the legislation or Regulations listed below). For further information please contact the officer named:

Vehicle Crossing - Section 184 - Stuart Partington (01904) 551361

Contact details:

Author: Billy Wong Development Control Officer

Tel No: 01904 551326