

Memorandum

To: Rob Allan

CC:

From: Wai Tse

Date: 17/11/17

**Re: Y17-1042-SH - HYBRID APPLICATION FOR SUBSEQUENT CONSENT
ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT FOR THE DEVELOPMENT.**

Environmental Health makes the following recommendations:

1. Noise.

- 1.2 The main source of noise will be traffic on the princes parade and the A259. A noise impact assessment is therefore required to highlight any potential noise problems and propose suitable mitigation.
- 1.3 This assessment needs to be submitted to, and approved by, this Department.
- 1.4 This assessment must be carried out by a competent person registered with the Institution of Acoustics.
- 1.5 The noise assessment must be carried out in accordance with BS4142:2014. With reference to relevant internal noise level guidance given in BS8233: 2014 and, (particularly regarding night time maximum noise events), WHO 1999; good internal noise levels.

2. Dust.

- 2.2 Environmental Health reserves the right to comment on any future construction management plans.
- 2.3 Applicant is expected to consider **The IAQM (air quality management) – Guidance on the assessment of dust from demolition and construction version 1.1.** as part of any future construction management plans.

3. Contaminated land.

3.1 Conditions and recommendations made by our contaminated land contractors must be adopted and implemented.

4. Lighting.

4.2 Environmental Health also accepts the proposed lighting scheme proposed within the Environmental statement technical annex 9 – lighting, dated August 2017.

4.3 We would high light the points made in the conclusion of this report; the lighting impact can be further minimised by using accepted methods of lighting control, essentially limiting the luminance and controlling light pollution.

4.4 Lighting control should include a combination of photocell control to automatically turn the lighting “on” at dusk and time –clock control to turn “off” post-curfew when the development is not in use. Alternatively passive infrared detectors (PIR) to only activate the lighting temporarily when required to reduce obtrusive light and reduce unnecessary energy consumption or dimming to control the lighting levels. It is in our view that one or more of these methods should be adopted as part of the strategy.

5. Ancillary considerations:

5.1 We would also like the project to consider the following from Shepways General Development Management Policies:

5.2 Policy T2 – Transport:

5.3 A charging point for electric vehicles is provided at a ratio of 1 per dwelling as far as is reasonably practicable;

5.4 Technology has been developed to make use of street lighting columns to permit on-street electric vehicle charging, and opportunities to promote this technology will be explored and supported, where appropriate.

5.6 Policy T5 - Cycle Parking:

5.7 Planning permission will be granted for residential development subject to the provision of cycle parking at the following quanta:

Individual residential developments 1 space per bedroom

Sheltered accommodation 1 space per 5 units

5.8 Cycle Parking Standards:

5.9 Parking should be provided either within the curtilage of a residential dwelling or in a secure communal facility, where a suitable alternative is not available. Any external residential cycle parking should be secure, covered, and preferably constructed from the same materials as the main structure.

5.10 Any planning application involving cycle parking should demonstrate how the proposal accords with the aspirations and guidance set out in Building for Life¹² with regard to the provision of cycling facilities.