

ITEM NO:	<u>Location:</u>	Land Adjacent To Elm Tree Farm, Hambridge Way, Pirton
	<u>Applicant:</u>	CALA Homes
	<u>Proposal:</u>	Details reserved by Condition 6 (Construction Management Plan) of planning permission reference no. 15/01618/1 granted on 27 May 2016.
	<u>Ref. No:</u>	17/00335/ 1DOC
	<u>Officer:</u>	James Gran

Date of expiry of statutory period: 06 April 2017

Reason for Delay

Negotiations on the associated reserved matters application, seeking amendments to the scheme. For this application, it was reported to the March planning committee meeting, but was deferred as a result of the reserved matters application being deferred. The report submitted to the March meeting is attached as Appendix 1. Members requested that alternative routing options for construction vehicles be further reviewed. Revised detailing of the overall construction management plan (CMP) were also required to satisfy the Highway Authority requirements. An amended CMP regarding Route Options has been received and has been consulted upon with residents, the Parish Councils of Pirton and Holwell and the Highway Authority. Statutory period of the application agreed by applicant to 31st May 2017.

Reason for Referral to Committee

Due to the public interest of the proposed Construction Management Plan and the impact upon the local area, namely from the proposed routes for construction vehicles.

1.0 Relevant History

- 1.1 15/01618/1 – Members resolved to grant outline planning permission (all matters reserved) for residential development of up to 82 dwellings with associated infrastructure, public open space and planting (amended description) at the meeting of the Planning Control Committee held on 17 December 2015. Following the resolution of flood risk issues with the Lead Local Flood Authority and completion of the requisite S106 Obligation, outline planning permission was granted on 27 May 2016.
- 1.2 16/02256/1 - Reserved matters application for approval of access, appearance, landscaping, layout and scale to serve a residential development of 78 dwellings (31 affordable and 47 private), pursuant to outline planning application 15/01618/1 granted 27.5.16 - Being reported to May Planning Committee meeting for determination.

2.0 Policies

- 2.1 None relevant

3.0 Representations

- 3.1 **Highway Authority** - On the initial Construction Management Plan (CMP), the Highway Authority had no objection to the vehicle construction route through Holwell, which was stated to be the more preferable option of the two routes previously proposed (in and out through Pirton, or in and out through Holwell). However, due to further details and clarification required on various parts of the Management Plan, their overall recommendation was of refusal at the time of the March planning committee meeting.

From consultation on the new CMP of the four route options, the Highway Authority response is of preference for Route 1 - arrival and departure of construction vehicles via Holwell, subject to mitigation measures to be finalised via s278 agreement with the Highway Authority.

- 3.2 **Environmental Health** - Recommend approval of the "Construction Management Plan (and Traffic Management Plan)" Holwell Road, Pirton by Cala Homes (undated) in so far as it relates to noise control, hours of working, screening of site, dust suppression and wheel washing.
- 3.3 **Pirton Parish Council** - No comments received at the time of writing. Any comments received to be updated to Members.
- 3.4 **Holwell Parish Council** - No comments received at the time of writing. Any comments received to be updated to Members.
- 3.5 **Holwell Against CALA Traffic (HACT) Group** - No comments received at the time of writing. Any comments received to be updated to Members.
- 3.6 **Local Residents** - Objections received from many residents including the following comments:

- The construction traffic issue remains of great concern especially at the split junction where Royal Oak Lane joins Holwell Road/West Lane. This junction is dangerous at the best of times as the sharpness of the entry when turning right towards Holwell makes visibility of traffic heading along West Lane towards Holwell very difficult and there have already been a number of very near misses there. Big construction trucks will have an even more difficult time.

- There is no acknowledgement of the lack of footpaths in Holwell Road, Royal Oak Lane and Walnut Tree Road and the likely impact of the traffic to safety along these roads and their junctions.

- It is proposed to restrict delivery hours to between 9am and 3pm on weekdays and Saturday times are not clear, but they do not seem concerned about the impact to the regular buses and other large vehicles which regularly use the roads during these hours and have made no proposals for managing the interaction of these with the construction traffic.

- We all know that in practice parked cars will make the above even more difficult to control traffic movement.

- There are no areas for construction traffic to move off the highway to allow normal traffic to pass. This is a particular problem within the narrow lanes and tight bends in Holwell and within Pirton, e.g. Holwell Road, the junction with Royal Oak Lane etc.

- The provision of sufficient passing places and sufficient holding locations for waiting deliveries should be demonstrably planned.

- It is good that they intend to use smaller vehicles than normal, however these will still be large vehicles and will not resolve all the problems and this will then mean

more vehicles and associated movements and the timescale for the development would be extended to an unacceptable three years.

- Their solution to all the problems seems to be putting warning notices either side of pinch points. This may slow vehicles, but will not resolve the passing and all safety issues. This is totally inadequate.

- There are no proper proposals for controlling the movement of vehicles and their interaction with normal traffic, e.g. holding movement back when large vehicles such as buses and refuse/recycling lorries are already within the effected roads.

- Neither Pirton nor Holwell village roads are suitable for the amount of construction traffic generated by such a large development in a rural setting with narrow lanes.

- The biggest omission in the description and discussion of routes through Pirton is the entire absence of any comment of the lack of pavement along Holwell road, much of Royal Oak Lane and at least half of Walnut Tree Road. This means that heavy construction traffic will vie for space with other vehicles, cars, vans, PEOPLE, CYCLISTS and Horses. The very significant increase in construction traffic on a daily basis 6 days a week increases the risk to other unprotected road users to an unacceptable degree. It is truly astonishing that discussion of this was omitted from Cala Home's report

- Walnut Tree Road is the main route into and out of Pirton village for traffic coming /going to Hitchin, Barton, Luton and Stevenage. It is used by pedestrians, cyclists and horse-riders as well as by cars, delivery lorries etc. It is a narrow road where it is difficult to 'cede travel'. From Hitchin Road to the entrance to the recreation ground are a series of tight, blind bends, without footpath. Below are a number of road width measurements:

- Measured from the bend outside the gate to the rear garden of Walnut Tree Farmhouse, where pavement stops. At this bend, 5.2 meters.
- As the road comes out of the bend by Walnut Tree Farmhouse: 4.8 meters
- At the edge of Walnut Tree Farmhouse barn conversion: 4.4 meters:
- The far end of the barn conversion: by no. 23: 4.3 meters
- By the sign for Mick's Sticks before the entrance to Maltings Orchard: 4 meters.

- There are 3 houses in Walnut Tree Road as well as houses in Malting's Orchard without pavement. Royal Oak Lane is a main pedestrian route to the centre of the village and the main access route for vehicles coming from Hitchin and Bedford via the A600 and Holwell. The reports submitted by Cala Homes ignore the narrow width of this road and lack of footpath. The length of Royal Oak Lane is approx. 376m. Of this 248m (65%) has no footpath on either side and is bordered by 29 houses. This is also the narrowest part of the lane which often has cars parked along it. It is difficult for a car and a large vehicle to pass and there is nowhere for two large vehicles to cede travel other than driving over gardens which already happens. Measurements along this part of the road range from 4.3. to a maximum of 5.1m.

- Beyond this section there is a narrow footpath and the road width is constant (around 5.3) up to the junction with Hambridge Way. The photograph above illustrates this narrower part of the road.

- The bend at the junction of Royal Oak Lane and Holwell Road is even narrower. Three measurements from curb to curb around this bend are as follows: 4.54m, 4.37m, 4.32m. Two cars can only just pass with considerable care on this bend.

- Holwell Road is the main access route into the village for vehicles coming from Bedford and Hitchin via the A600 and Holwell. It is also a cut through from the A600 to the A6. The front doors of 12 Apostles cottages front directly on to Holwell Road. Residents park their cars in front of the cottages (there is nowhere else at present) making the road single track. Pedestrians, cyclists and horse riders all use this route. The road varies in width as follows:
- Outside no. 3: 5.3 m
- Outside Plum Tree Cottage with car parked outside : 3.8m
- 10 Holwell Road with step outside front door: 5.3m

- Car parked between 12 and 10 : 2.9 m
 - Pick- up truck between 16 and 14: 3m
 - Outside no. 20 with bins: 5.6m
 - Car parked outside no. 20: 5.6 meters
 - Green verge under the sold sale sign: 5 meters.
- I do not believe that Cala Homes has yet dealt adequately with the Highways Authority's concerns about the lack of passing places and "parking up" places for the Holwell Route, and these concerns apply equally to any proposed route through Pirton. There are no passing places as such in the village, and I have described the narrow roads above. Nor are there "passing places" as such on roads in and out of Pirton, and most certainly no parking up areas.
 - There is no acknowledgement of the lack of footpaths in Holwell Road, Royal Oak Lane and Walnut Tree Road and the likely impact of the traffic to safety along these roads and their junctions.
 - They propose to restrict delivery hours to between 9am and 3pm on weekdays and Saturday times are not clear, but they do not seem concerned about the impact to the regular buses and other large vehicles which regularly use the roads during these hours and have made no proposals for managing the interaction of these with the construction traffic.
 - We all know that in practice parked cars will make the above even more difficult to control traffic movement.
 - There are no areas for construction traffic to move off the highway to allow normal traffic to pass. This is a particular problem within the narrow lanes and tight bends in Holwell and within Pirton, e.g. Holwell Road, the junction with Royal Oak Lane etc.
 - The provision of sufficient passing places and sufficient holding locations for waiting deliveries should be demonstrably planned.
 - It is good that they intend to use smaller vehicles than normal, however these will still be large vehicles and will not resolve all the problems and this will then mean more vehicles and associated movements and the timescale for the development would be extended to an unacceptable three years.
 - Their solution to all the problems seems to be putting warning notices either side of pinch points. This may slow vehicles, but will not resolve the passing and all safety issues. This is totally inadequate.
 - There are no proper proposals for controlling the movement of vehicles and their interaction with normal traffic, e.g. holding movement back when large vehicles such as buses and refuse/recycling lorries are already within the effected roads.
 - Safety grounds. If the proposed route is in through Holwell out through Pirton: There are no footpaths at all from construction vehicles entry into the parish from Holwell until half way up Royal Oak Lane and then no footpath after the recreation ground. This route passes 58 houses without a footpath.
 - If the proposed route is in through Pirton out through Holwell: There are no footpaths from construction vehicles entry into the parish from Hitchin or Shillington until half way along Walnut Tree Rd including a blind bend. Then no footpath from halfway down Royal Oak Lane to the bottom of Waterloo Lane at the beginning of Holwell parish. This route passes 58 houses without a footpath.
 - If the proposed route is in and out through Holwell: There is a footpath from the A600 all through the village to the top of Waterloo Lane. This route passes 5 houses without a footpath.
 - In the forthcoming NHDC Local Plan Pirton has been designated as a settlement with many facilities such as a shop, mother and toddler group, school, pre school, after school club and 2 public houses. This means that there is a lot of traffic both to and from the village as well as within the village...for example push chairs, schoolchildren, the elderly all moving about throughout the day particularly at the beginning and end of the school day. This is not the case in Holwell.
 - 26 construction movements a day by very large vehicles within Pirton as proposed by CALA and the associated workforce traffic would bring serious dangers to those involved in life in the village.

4.0 Planning Considerations

4.1 Site & Surroundings

- 4.1.1 The application site is located to the east of Royal Oak Lane, south of Holwell Road and north of Hambridge Way. It has a frontage onto Holwell Road of approximately 65 metres and approximately 140 metres along Hambridge Way. The depth of the site is approximately 400 metres. The area of the site totals approximately 4.4 hectares and consists of an open field area for the majority of the northern part of the site bounded by landscaping along its eastern boundary and an area of agricultural buildings to the south of the site with a paddock area to the rear of these buildings. Part of the western boundary of the site is located adjacent to the Pirton Conservation Area. Three new detached properties are now located adjacent the site, to the rear of 40 Royal Oak Lane.

4.2 Proposal

- 4.2.1 Condition 6 of the outline planning permission states the following:

"Prior to commencement of the development full details of a Construction Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Construction Management Plan shall contain the program of works on site, area for construction vehicle parking, storage and delivery of materials within the development site, construction vehicles wheel washing facilities, and details of construction vehicle routing to and from the site".

- 4.2.2 The submitted Construction Management Plan for the development of 78 dwellings, involves the following:

Construction Method Statement

- Construction and storage compounds
- Screening and hoarding details
- Control of dust and dirt emissions
- Wheel washing facilities
- Site lighting
- Hours of working and site delivery times. These are proposed as follows:

The site working hours are as follows:

- Site hours are 08:00 to 17:00 on Monday to Friday
- 08:00 to 13:00 on Saturday
- No Sunday or Bank Holiday working

Site delivery hours are as follows:

- Site delivery hours are between 09:30 and 15:00 on Monday to Friday
- 08:00 to 13:00 on Saturday

- A Construction Code of Conduct is detailed into various categories.

The Appendices then detail the following:

- I – VEHICLE DETAILS
- II – DAILY AVERAGE NUMBER OF VEHICLES
- III – ACCESS OF SURROUNDING PROPERTIES
- IV – POSITIONS OF HOARDING
- V – VEHICLE LOADING/UNLOADING
- VI – VEHICLE ROUTES INTO SITE
- VII – BUILD PROGRAMME

4.2.3 The conclusion of the Management Plan states the following:

"The key area to ensure that this plan is adhered to and that minimal impact to local residents result are:

- 1. Communicate with residents at all times so they are always aware of any operations that are taking place that has the potential to affect them.*
- 2. Ensure the permitted site hours are adhered to at all times.*
- 3. To ensure our measures are effective, capable of being monitored and reviewed throughout the construction period.*
- 4. Any complaints will be dealt with in a professional way and ensure complaints are closed out sufficiently.*
- 5. Actively engage with CCS (Considerate Contractor Scheme) and good working practices.*
- 6. Educate the workforce on the need to keep noise to a minimum and the importance of this plan to ensure residents are not disrupted by our activities. This will be carried out at our site inductions and regular site meetings".*

4.2.4 The main amendment to the application details is the options for the construction route and a revised document of Construction Management Plan - Route Options has been received, carried out by transport consultants Waterman Infrastructure and Environment (WIE). Four route options are now considered as follows:

1. Arrival and Departure via Holwell
2. Arrival and Departure via Pirton
3. Arrival via Pirton, Departure via Holwell
4. Arrival via Holwell, Departure via Pirton

The document states at 3.6 onwards:

"It should be noted that an additional route was requested to be explored by local residents which involved construction vehicles being taken along an existing track from Hitchin Road.

This route involves land outside of CALA's control, requires the crossing of existing Rights of Way / Bridleways as well as being prohibitively expensive in terms of upgrading the track to a sufficient standard to accommodate large construction vehicles (in both size and weight terms). This has also been reviewed by HCC, who agree that the off-road route is not viable for this development site.

The routes have been explored by both CALA Homes' construction team and separately by members of the Waterman Infrastructure and Environment team. These routes have both been driven and walked".

Please see the full Route Options document for a review of each of the four routes. It should be noted no weight, height or width restrictions are placed on any of the routes. Tracking plans of the lorry to transport a crane (the longest construction vehicle required at 12.4 metres), along the route sections are provided for both directions, at the pinch points for the route options.

4.3 **Key Issues**

4.3.1 The key issues in this application are:

- the impact upon the highway network from the route for construction vehicles
- the impact of the construction activities upon the amenity of the area

4.3.2 Impact upon the highway network

In regard to the construction vehicle route options and their overall impact upon the safety and free flow of the highway network, the Route Options document has the following preferred hierarchy of the routes at section 8:

"Preferred Hierarchy of Routes

This report has been produced in order to explore the options available to construction traffic, and identify where pinchpoints or areas of concern lie.

The development site has outline planning permission and therefore is accepted as being developable.

However, construction routing to and from the site is contentious to local residents. It is accepted that there is no ideal solution that will satisfy all parties, however, this document identifies the routes that are available for use.

Given the constraints at various points the following hierarchy of preferred routes is suggested unless additional mitigation measures are provided:

- 1. Arrival via Pirton, Departure via Holwell*
- 2. Arrival and Departure via Holwell*
- 3. Arrival via Howell, Departure via Pirton*
- 4. Arrival and Departure via Pirton*

The key benefits of the 'split route' approach is that the impacts of the construction traffic are lessened and split across two separate networks. The removal of construction traffic in a certain direction also lessens conflicts on each route, and avoids any (theoretical) conflicts between two construction vehicles on the route. The junction of Hitchin Road and Walnut Tree Road for vehicles leaving from Pirton would result in traffic needing to use the opposing carriageway close to a blind bend. For this reason, the split route for arrivals via Pirton and departures via Holwell is preferred. In addition, it would result in traffic travelling up the incline at Waterloo Lane rather than downhill.

It is acknowledged that additional mitigation measures may make the Pirton route more useable for departing traffic, and may be necessary in general to improve the traffic conditions on both routes. Given the contentious nature of the existing CMP, further mitigation measures are considered in the next chapter as potential options".

The document concludes by stating the following:

"This CMP Route Options report provides background as to the various options open to CALA Homes for bringing HGVs to and from the development site at Holwell Road, Pirton.

Clearly, the options are limited to bringing traffic either through Holwell or Pirton or a split route encompassing both.

There are acknowledged pinchpoints on both routes, although neither route is limited by weight, height or width restrictions.

The options considered in this report are for review by HCC and presentation to residents and council members to agree the most suitable strategy for the construction traffic necessary to develop the site. Whilst no solution will appease all objectors, the additional mitigation measures identified within the report highlight that CALA Homes are willing to explore alternatives in order to reduce potential impacts".

4.3.3 In response to the overall Construction Management and Traffic Management Plan, including the revised Route Options document, the Highway Authority comments received are as follows:

"Additional information was received in the form of the Construction Management Plan-Route Options (Dated 25th April 2017) and an updated Construction Management Plan (Received on 9th May 2017) in response to previous HCC comments to discharge condition 6 to support application 17/00335/1DOC. The applicant presented 4 route options with vehicle tracking of 12.4m mobile crane for HCC consideration. These were as follow:

1) Route 1 - Arrival and Departure via Holwell 2) Route 2 – Arrival and Departure via Pirton 3) Route 3 – Arrival via Pirton, Departure via Holwell 4) Route 4 – Arrival via Holwell, Departure via Pirton

In addition to the above options, the route along an existing track from Hitchin Road was also explored. This involved land outside Applicant's control and required existing Rights of Way/Bridleways as well as upgrading of the track at a considerable expense to accommodate large construction vehicles. This was reviewed by the Highway Authority and considered not to be viable alternative.

The Highway Authority's network management undertook a review of all 4 options and came to conclusion that Route 1 is the preferred route in order to reduce the potential impacts. It was considered that Route 2 has considerable on street parking in Royal Oak Lane which leaves a restricted width for the vehicles. This is of a considerable length and would be subject to overrun by HGV's on the verge opposite the houses. The possibility of HGV's meeting at this point would cause delays for local residents and increase pollution levels. In terms of alternate routes in and out, Route 3 and Route 4 were not considered ideal and would increase the number of residents affected by the construction traffic. Also, the length of carriage subject to damage from the traffic would be approximately double.

Following the above, the applicant submitted an updated Construction Management Plan which aligned with Construction Management Plan – Route Options (Dated 25th April 2017).

HCC has reviewed these documents provided and its comments are below:

- Deliveries were previously requested not to commence before 09:30am in order to avoid highway network peak hours. This has been agreed and will however effectively add another 3 months to the build programme.*
- The applicant confirms that the deliveries will be provided within the set delivery hours rather than working hours.*
- It is noted that the applicant confirms the paragraph referring to earlier deliveries being unavoidable has now been amended;*
- HCC recommend that a two strike system is adopted, i.e. a warning issued first and then a removal if the offender repeats the action. The amended construction management Plan takes account of this. A traffic route plan will be issued to all contractors, suppliers and visitors to the site (please see appendix). The traffic route plan will detail the access route into site which must be adhered to. The applicant will operate a two strike system in which contractors or suppliers caught taking a different route into/out of site will be warned. If found to be using a different route twice, they will be removed from site. This process will be mainly managed by the gate man who will be guiding vehicles into and out of the site and ensuring that they are following the correct route. The gate man will report any offenders to the site manager who will keep a record. ;*

- *It is noted that the applicant has confirmed that they will not deviate from the amended construction management plan;*
- *It is noted that the applicant has confirmed that a road sweeper will be employed by CALA as required. During activities such as ground works which are more likely to transfer dirt onto the roads the sweeper will operate on a more regular basis;*
- *It is noted that the applicant has confirmed that a mobile crane will be hired to lift roof trusses, concrete floor beams and steel beam installation. The applicant has also confirmed that the crane will follow the same construction route. It will be no larger than the largest articulated vehicle which will serve the site so that it can navigate the roads into site. The mobile crane will be driven into the site by the operator who parks and sets up the crane in the working area.*
- *It is noted that a silo will now be delivered by a rigid vehicle. The applicant has confirmed that the Roof trusses, steel beams and pre-cast slabs are all being designed to be transported on rigid vehicles. It will only be construction plant that will require delivery via articulated vehicles (which will only be required at the beginning and end of the project). When the articulated vehicles are required, an additional time allowance in the booking system will be made to eliminate any conflict with the development construction traffic on the highway. A prior consent from HCC will also be sought at least a week before the delivery date if for any reason a larger vehicle is required.*
- *It is noted that the condition survey would be undertaken from the Royal Oak Road/Holwell Road junction and extend along the proposed route through to the junction at Holwell Road/Bedford Road. The condition survey will comprise of detailed photos and descriptions of the make up of the roads and footpaths. We would undertake one prior to any construction work and again once the project has finished. Any damaged caused as a result of our works will be rectified at Applicant's cost under section 59 of the Highways Act.*
- *The applicant has confirmed the installation of two laybys along the narrowest parts of Waterloo Lane and the narrow section of Holwell Road where two vehicle meet. This will improve the existing passing places and will be designed to accommodate HGVs. The exact location of these laybys will be tested using the swept path analysis of the 12 m length HGV. This will be done in liaison with the Highway Authority to ensure that these are accommodated within Highways Land prior to CALA entering into a Licence Agreement or s.278 agreement to carry out the works.*
- *In order to effectively manage and enforce vehicle deliveries, the applicant has confirmed that the booking system will be agreed with the Highway Authority as part of the contractors appointment for the project. This will be strictly adhered to and there will also be a booking system for Site Managers, who will be responsible to ensure the booking system is appropriately managed to prevent any vehicles arriving outside of their designated delivery slot.*
- *Swept path assessment (which included a buffer zone) of the largest vehicle a rigid truck to/from the site has been provided. Please refer to Construction Management Plan – Route Options, dated 25th April 2017. If for any reason a larger vehicle is required to make a delivery it will only be done so with prior consent from HCC as the Highway Authority at least a week before the delivery date. This will include certain pieces of plant such as a 360 excavator. The residents on Holwell Road will be notified at least 24 hours before arrival and if necessary, a temporary traffic management order will also be sought.*

• *The applicant has confirmed they will work with HCC to agree and clear any tree and hedgerow obstructions on highway land to help maximise forward visibility around bends, particularly at the 90° bend leading onto Waterloo Lane. In summary, the Highway Authority are satisfied with the updated Construction Management Plan and therefore support the discharge of Condition 6 accordingly".*

4.3.4 Therefore, the preferred route option of the Highway Authority is arrival and departure via Holwell. This is the second choice of preferred option by the applicant but this was stated to be if without further mitigation measures. Additional mitigation measures are required by the Highway Authority as stated in the above comments. The wording of the main Construction and Traffic Management Plan now includes these measures, which involves installation of two lay-bys along the narrowest parts of Waterloo Lane and the narrow section of Holwell Road. The wording is as follows:

"Highway Improvement Works

In order to facilitate the above Construction Management Plan and Traffic Route as detailed in Waterman's Traffic Route Report (25th April 2017), CALA have consulted H.C.C and agree in principle to undertake the following improvement works to accommodate HGV's on the highway. These are as follows:

1. 2x laybys along the narrowest parts of Waterloo Lane and the narrow section of Holwell Road where two vehicle meet. The laybys will improve the existing passing places and are to be designed to accommodate HGVs.

2. The location of the 2x laybys are to be tested using the swept path analysis of the 12 m length HGV's to confirm the location is suitable.

3. H.C.C to confirm the location of the passing bays and confirm they are wholly within Highways Land prior to CALA entering into a Licence Agreement or s.278 agreement to carry out the works".

These measures would be secured by the s278 agreement between the applicant and the Highway Authority, which is already required for all off site highway works. With the mitigation measures proposed, and the delivery times being outside of rush hours and school drop off and pick up times, potential conflicts on the highway network would be minimised as far as possible in my view.

4.3.5 Impact upon the amenity of the area

With regard to the details submitted pertaining to on-site works of construction and storage compounds, screening and hoarding details, control of dust and dirt emissions, wheel washing facilities, site lighting, hours of working and site delivery times, all as set out in the documents submitted, these are all acceptable to the Council's Environmental Health department. The details contained in the Construction and Traffic Management Plan are considered to be acceptable in regard to safeguarding the reasonable amenity conditions for nearby residents and of the area.

4.4 **Conclusion**

4.4.1 The preferred route of the Highway Authority is arrival and departure of construction vehicles via Holwell (Option 1 in the list of four options). The constraints of both routes through Pirton or Holwell are noted but, the benefits of this route are considered to most outweigh the negatives, subject to the additional mitigation

measure of the lay-bys being installed. Therefore, the details of the Construction Management and Traffic Management Plan, together with the route option of arrival and departure via Holwell, with the mitigation measures required by the Highway Authority, is recommended to Members to be approved.

5.0 Legal Implications

- 5.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

6.0 Recommendation

- 6.1 Recommend that following confirmation from Members of their preferred route for construction vehicles, the details of Condition 6 of the outline planning permission ref no. 15/01618/1 be approved.