

Application Number	20/03020/FUL	Agenda Item	
Date Received	10th July 2020	Officer	Luke Waddington
Target Date	4th September 2020		
Ward	Romsey		
Site	184 Thoday Street		
Proposal	Proposed side and rear extension to create 4 Flats		
Applicant	Mr Seb Edwards c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> • The development would not have a significant detrimental visual impact on the street. • The proposed new building would not have a significant detrimental impact on neighbouring properties or highway safety
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is located on the eastern side of Thoday Street. The dwelling is a two storey semi-detached building built from brick with a hipped tile roof. The building is set back from the street with a parking area at the front, and a rear garden accessed via a side passage. The site is surrounded by other residential dwellings.

1.2 The site is outside the controlled parking zone and is not within a conservation area or an area at risk from flooding.

2.0 THE PROPOSAL

2.1 It is proposed to erect a two-storey side and rear extension, single storey rear extension and roof extension and to subdivide the existing dwelling into 4 separate flats with private and shared amenity space. There would be 1x 2 bedroom flat and 1x 1 bedroom flat on the ground floor (flats 1 and 2), a 1

bedroom flat on the first floor (flat 3) and a 1 bedroom flat on the second floor (flat 4). Flats 1-3 would each have an area of private amenity space. Cycle and bin storage would be located to the rear, next to a shared garden, with access at the side. There would be 1 car parking space at the front.

- 2.2 Amended plans have been submitted to revise the layout of the proposed flats, to include private amenity space, and amend the design of the extensions.

3.0 SITE HISTORY

Reference	Description	Outcome
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None relevant		
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4.0 PUBLICITY

- | | |
|------------------------|-----|
| 4.1 Advertisement: | No |
| Adjoining Owners: | Yes |
| Site Notice Displayed: | No |

5.0 POLICY

- 5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

- 5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 3 31 32 35 36 50 51 53 55 56 57 58 69 70 82

- 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance from 3 March
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	2014 onwards Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning	Sustainable Design and Construction (2020)
Material Considerations	<u>City Wide Guidance</u> Cambridge City Council Waste and Recycling Guide: For Developers. Cycle Parking Guide for New Residential Developments (2010)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objections however it is noted that the streets in the vicinity provide uncontrolled parking, and as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets, this demand is likely to appear on-street in competition with existing residential uses. The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application. It is also noted that the street lighting column shown on drawing number 2057/04 block plan is within the adopted public highway and not within the curtilage of the site as shown.
- 6.2 A condition is requested to require provision of a traffic management plan.

Environmental Health

- 6.3 No objections, conditions are requested in relation to construction hours, and collections during construction.

Refuse and Recycling

- 6.4 At present it states on the plans that there will be a 360 litre and a 240 litre bin for rubbish and same for recycling, this means these bins are shared, it would be better to give each flat their own 240 litre bin for rubbish and recycling and then they are responsible for this.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.5 The development proposed is acceptable subject to the imposition of a condition relating to provision of a scheme for the disposal of foul and surface water drainage.
- 6.6 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations: 163, 165, 167, 186 Thoday Street, 16 Peverel Close

- 7.2 The representations can be summarised as follows:
- Overdevelopment of site
 - Out of scale and character with neighbouring buildings
 - Increase in noise and waste
 - Intensification of use and increased disturbance from subdivision
 - Overlooking of adjacent properties and those on Fairfax Rd and Ross Street
 - Loss of distinction between public space at front and private space at rear impacting negatively upon the privacy of residents
 - Change in character from family orientated area
 - Lack of car parking provision which is already limited

- Amenity space at the rear is poorly related to the flats it serves
- Insufficient cycle parking and bin stores
- May result in further blocking of light to side bedroom window at 182 Thoday Street
- Gable end would be out of character with hipped roofs in area
- Flats 3 and 4 do not conform to roof heights for residential space standards
- Internal stairs do not comply with Building Regulations

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received the main issues are as follows:

1. Principle of development
2. Context of site, design and external spaces
3. Water management and flood risk
4. Residential amenity
5. Highway safety
6. Car and cycle parking
7. Third party representations

Principle of Development

8.2 Policy 53 of the Cambridge Local Plan states that a proposal to support a single dwelling into self-contained flats will be supported where:

- a. the proposed development (the original building including acceptable extensions and roof conversions) has an internal gross floor area of at least 120 sq m (excluding stairwells, balconies, external open porches, conservatories and areas with a floor to ceiling height of less than 1.5m), and proposed room sizes meet minimum room sizes (see Policy 50);
- b. the ground or lower ground floor includes a family unit (two bedroom plus) with garden access;

- c. the proposal, in terms of the number of units and scale of associated extensions, would not have a negative impact on the amenity or character of the area or on highway safety in streets already experiencing parking stress;
 - d. the proposal would result in a good standard of amenity for its occupiers and is designed to avoid cumulative and negative impacts on neighbouring residential properties; and
 - e. the proposal includes appropriate refuse, recycling and cycle storage to serve the development.
- 8.3 The proposed development would have an internal gross floor area of approximately 202 sq m, and would satisfy the minimum room sizes set out in policy 50 and would therefore comply with criteria a. The ground floor of the proposed development would include a two bedroom unit with direct access to a private amenity area and access to a shared garden and is considered to satisfy criteria b. It is considered that the proposal would comply with criteria c, d and e and would not result in a significant adverse impact upon the character or amenity of the area or of neighbouring properties and would include appropriate refuse and cycle storage.
- 8.4 The principle of development is therefore considered acceptable subject to all other material planning considerations. The reasoning for this assessment in relation to criteria c d and e will be set out in the proceeding sections of this report.

Context of site, design and external spaces

- 8.5 The proposed development would involve the extension of the dwelling to the side and rear to incorporate the proposed flats. The two-storey side extension would have a hipped roof to match that of the existing dwelling, would be stepped back from the existing front elevation and would have a set-down roof ridge, both of which denote subservice to the existing dwelling.
- 8.6 The proposed single storey rear extension would be of a scale and design that broadly reflects the extension at the neighbouring dwelling, number 186, and would not be notable within public views being sited at the rear of the dwelling.
- 8.7 The proposed rear extension projects from the rear elevation at first and second floor level, however this extension remains

below the roof ridge of the existing dwelling and the neighbouring dwelling, and steps in, to break up the bulk of the proposed extensions when viewed from the side. The element that projects the most in terms of its distance from the main rear elevation (accommodating the bedroom for flat 3 and the kitchen for flat 4) is not considered to be prominent within public view, being located at the rear of the dwelling and set in away from the side elevation. While the roof element over the living area for flat 4 would be visible from Thoday Street when approaching from the south, it too would be set back from the side elevation, allowing the form of the hipped roof to be maintained and reducing the prominence of this element. The gable end referred to in third party comments has been removed from the design.

- 8.8 Flats 1, 3 and 4 would be accessed through the existing front door. Flat 2 would be accessed from the side. This arrangement of entrances would allow the proposed development to retain the appearance of an extended dwellinghouse as viewed from the public realm.
- 8.9 Officers are of the view that the bulk of the combined extensions is broken up sufficiently to mitigate its impact upon the street scheme and the character of the existing building, which is considered to be retained, as the extensions in public view present themselves as generous domestic extensions, several of which are already present along Thoday Street. Number 149 features two storey side and rear extensions, and 163 hosts a large two storey side extension and loft conversion. It is also noted that the neighbouring dwelling 182 has been extended with a two storey rear and side extension and number 166 also hosts a first and second floor/roof extension.
- 8.10 Within this context the proposed development is not considered to be significantly out of character or overtly obtrusive within the street scene. Conditions would be attached to any consent granted to ensure that the materials match the existing materials, and to require details of hard and soft landscaping works. Subject to these conditions it is considered that the proposed development would not cause significant harm to the character and appearance of the area or the existing dwelling and would comply with Policies 53 c, 56, 57 and 58 of the Cambridge Local Plan 2018.

Integrated water management and flood risk

- 8.11 A condition has been requested by the Sustainable Drainage Officer which would require submission of a surface and foul water drainage scheme. This is considered to be reasonable and in accordance with Policy 31 and will be attached to any consent granted. The proposed development would also include a flat roofed single storey extension. Criteria f. of Policy 31 requires that any new flat roof be either a green or brown roof. A condition will be added to any consent to ensure that this element of Policy 31 is complied with and retained for the life of the development.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.12 The proposed side extension would bring two storey built form closer to the side elevation of 182 Thoday Street, which contains a window serving a bedroom that faces the blank side elevation of the existing dwelling. The proposed extension would reduce the gap between the window and 184 Thoday Street. However there would remain a separation distance of 5.5 metres from this window, as such it is not considered that there would be a significant adverse impact upon this window in terms of loss of light, beyond that already resulting from the 2 storey massing of the existing dwelling to the north of this window
- 8.13 The proposed two storey rear extension would project approximately 0.75 metres past the rear elevation of number 186 Thoday Street. The nearest first floor rear window at 186 is approximately 2 metres from the extension. As such it is not considered that the projection of the proposed two storey extension would result in a significant adverse impact upon the room served by that window in terms of overbearing or loss of light.
- 8.14 The proposed two storey rear extension and loft extension would contain windows and a terrace at first floor level. Amended plans were submitted to remove a terrace serving flat 4 within the loft extension.

- 8.15 Views over the garden of 186 from the proposed first floor terrace would be blocked by the side wall of the element containing the bedroom for flat 3. To prevent views to the south of the primary amenity area / patio of number 186 a screen would be required on the southern side of the proposed terrace. A condition would be applied to any consent to ensure an obscure glazed screen is erected. With a screen views from the terrace would be largely directed down the garden of the application site. While there may be some oblique views from the terrace and windows of flat 3, towards these would be towards the rear portion of the garden of 186 and 182, views of this nature would be available from the first-floor bedroom windows present in the existing dwelling.
- 8.16 The first floor side window serving the kitchen area of flat 3 would be subject to a condition to ensure it is obscure glazed and restricted opening, to mitigate any potential for mutual overlooking between the window and the first floor side window at 182 Thoday Street. As the kitchen and living area are served by another window facing toward the rear it is considered that this would not harm outlook or amenity for future occupants.
- 8.17 The proposed single storey rear extension would project approximately 2.5 metres past the rear elevation of the single storey rear extension at no.186, and would project slightly past a recently approved addition to that extension. The projection of the proposed single storey extension is not considered to result in a significant overbearing impact on the rear amenity area of no.186 due to its single storey flat roof height and the limited extent of the projection.
- 8.18 There is a window and a door in the side elevation of single-story extension at 186. However these serve a utility room and a shower room as opposed to habitable rooms and as such the presence of the proposed single storey extension is not considered to result in a significant adverse impact on residential amenity in respect of these windows.
- 8.19 There is a ground floor window in the rear elevation of 186 that serves a dining room. The recently approved extensions at 186 would remove the window and wall off the gap between the rear elevation of 186 and its single storey extension. While this consent is live it has not yet been implemented. The dining room window faces the wall of the rear extension at 186 and a

passage which runs between the side of the extension and the boundary with the application site. The shared boundary alongside the extension at 186 is marked with a timber fence approximately 2 metres high and an overgrown outbuilding within the application site, constructed from brick with a pitched roof. The brick building is approximately 1.5 metres behind the rear elevation of no.184.

- 8.20 Based on the title plan provided by the applicant showing the rear wall of the original dwelling, there would be a fallback position for an extension to the existing dwelling of an additional 1 metre from the existing rear elevation, under the permitted development rights conferred through Class A part 2 of the General Permitted Development Order. An extension of this length would largely fill the gap between the existing rear elevation of the building and the overgrown brick outbuilding.
- 8.21 When taking the availability of this fallback into account, it is considered that the presence of the proposed extension would not result in a significant adverse impact to the adjacent window beyond that which already exists, due to the presence of the rear extension at 182 and the adjacent brick outbuilding.
- 8.22 The comments of the Local Highway Authority and third parties with regard to parking capacity on nearby streets are noted, however there are bus stops at Milton Road, Green End Road and Kings Hedges Road which are all within 220 metres of the site. The site is 500 metres from the Mill Road East District Centre and is approximately 600 metres from bus stops on Mill Road. from Arbury Court District Centre. Taking into account the size of the units as predominantly 1 bedroom, the proximity of the District Centre and the availability of public transport is it not considered that the proposed development would result in a significant increase in parking from upon residential streets.
- 8.23 In the opinion of officers, the proposal would not result in a significant adverse impact upon residential amenity and it is considered that it is compliant with Cambridge Local Plan (2018) policies 53, 55, 56 and 58.

Amenity for future occupiers of the site

8.24 The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (ml)	Proposed size of unit	Difference in size
1	2	4	1	70	72	+2
2	1	1	1	37	46.8	+9.8
3	1	2	1	50	55.8	+5.8
4	1	1	1	37	37	0

8.25 The proposed units would provide sufficient floorspace to meet the residential space standards set out in Policy 50.

8.26 Flats 1-3 all have direct access to a private amenity area and all flats have access to a shared amenity area at the rear. The plans have been amended to remove a balcony serving flat 4 to address the perception of overlooking that it would have caused. Policy 50 states that conversions should seek to meet the space standards as far as is practicable, however in this instance the removal of the balcony is considered to be reasonable given the potential for impact on residential amenity, the small size of the 1 person unit at flat 4, and the availability of shared amenity space.

8.27 There would be a floor to ceiling height of 2.25 metres in flat 3 and 2.1 metres in flat 4. It is recognised that this does not meet the ceiling height standards set out in Policy 50 para. i, which states that 75% of the gross internal floor area of a unit should have a floor to ceiling height of 2.3m. Policy 50 states that new homes created through residential conversions, should seek to meet or exceed the standards as far as it is practicable to do so.

8.28 In this case higher ceiling heights would result in a higher roof ridge, which would not allow the proposed ridge to be stepped down from the existing. This stepped ridge as currently proposed allows the extension to read as a subservient addition to the existing building, as set out previously in this report. On balance, when weighing these two material considerations together, the proposed ceiling heights are not considered to warrant refusal in this instance given they do not fall significantly short of the standards, and due to the desire to

maintain a development that is acceptable in terms of visual amenity.

- 8.29 The proposed development is therefore considered to comply with Policies 50, 53, 56 and 58 of the Cambridge Local Plan 2018.

Refuse Arrangements

- 8.30 An area for bin storage is located to the rear of the property, which would provide shared bin storage. Comments have been received from the Council's waste team advising that it would be preferred to provide each flat with its own bin for rubbish and recycling, for ease of management and encouraging responsible refuse disposal.

- 8.31 It is considered there would be sufficient space within the site for a bin store that would accommodate the arrangement set out above. As such details of the bin store would be requested by condition. Subject to this condition the proposed development is considered to be capable of providing appropriate refuse storage and is compliant with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.32 The Local Highways Authority has been consulted and has no objections subject to a condition requiring submission of a traffic management plan for construction. This is reasonable and necessary in the interests of highway safety, and will be attached to any consent granted.

Car and Cycle Parking

- 8.33 One car parking space would be provided at the front of the site, as is the case for the existing dwelling. For car parking outside of a controlled parking zone, Policy 82 Appendix L states there should be no more than a mean of 1.5 spaces per dwelling. The proposed development complies with this maximum standard.

- 8.34 Cycle parking would be provided within covered stores at the rear of the property. This is sufficient to satisfy the requirements for cycle parking within Policy 82 of the Cambridge Local Plan.

Biodiversity

- 8.35 Officers consider that through the introduction of measures such as additional native planting, bird and bat boxes and hedgehog holes a modest net gain in biodiversity could be accomplished within the proposed development. A condition would be added to any consent granted to require submission of details for ecological enhancements in accordance with Policies 59 and 69 of the Cambridge Local Plan 2018 and paragraph 170 of the NPPF 2019.

Third Party Representations

- 8.36 Comments have been received stating that the stairs do not meet Building Regulations However Building Regulations are separate from the Planning system and cannot form part of the planning assessment, unless repeated within Planning policy and legislation. While Building Regulations requirement M4 (2) can be required of new build units under Policy 51 of the Cambridge Local Plan, this requirement does not apply to dwellings resulting from a conversion.

9.0 CONCLUSION

- 9.1 Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. The external materials to be used in the construction of the development hereby approved shall be as specified on the approved plans and within section 7 (materials) of the application form dated 8th July 2020.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55 and 57)

4. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35)

5. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35)

6. No demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority (using the guidance notes below as a framework). The principle areas of concern that should be addressed are:
 - i. Movements and control of muck away lorries
 - ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking.
 - iii. Movements and control of all deliveries

iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

Reason: in the interests of highway safety

7. Prior to commencement of development a scheme for the disposals of surface water and foul water that can be maintained for the lifetime of the development shall be provided to and agreed in writing with the local planning authority. This would need to include:
- a) The existing drainage arrangements of the site including discharge location and rate where appropriate;
 - b) The proposed discharge location in accordance with the drainage hierarchy and reasonable evidence this can be achieved;
 - c) A site plan identifying indicative locations for sustainable drainage features;
 - d) Evidence to support b) which must include infiltration/percolation testing or written confirmation from the appropriate water authority/third party that a discharge to its drainage system is acceptable.
 - e) Details of foul discharge location.

All external areas should utilise permeable surfaces.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with Cambridge Local Plan (2018) Policies 31 and 32.

8. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure including provision for gaps in fencing for hedgehogs; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018 policies 55, 57 and 59).

9. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants (existing retained or proposed) that, within a period of five years after planting (or replanting if previously failed), are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018 policies 55, 57 and 59)

10. Prior to first occupation of the development, hereby permitted, or commencement of the use, full details of facilities for bin storage for use in connection with the development shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or the use commences and shall be retained in accordance with the approved details thereafter.

Reason: To ensure appropriate provision for the secure storage of bins in the interests of residential amenity. (Cambridge Local Plan 2018 Policies 53, 55, 57 and 58)

11. All flat roofed elements within the development shall be green or brown roofs. No development above ground level, other than demolition, shall commence until full details of these green or brown roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved and the green or brown roof(s) maintained for the lifetime of the development in accordance with the approved details. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable. The green roofs shall be installed in accordance with the approved details and shall be maintained thereafter for the lifetime of the development. The development shall be retained as such thereafter.

Reason: In the interests of responding suitably to climate change and water management (Cambridge Local Plan 2018; Policy 31)

12. The development hereby approved shall not be occupied until a biodiversity enhancement scheme has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird and / or bat boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation of the boxes and biodiversity enhancements as agreed shall be carried out prior to the occupation of the development and subsequently maintained in accordance with the approved scheme for the lifetime of the development.

Reason: To provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69, NPPF 2019 para.170).

13. Prior to the occupation of the development, hereby permitted, the first floor window on the south facing elevation serving flat 4 shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall have restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The glazing shall thereafter be retained in accordance with the approved details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55, 57 and 58).

14. Prior to the occupation of the development, hereby permitted, the screen to the south side of the first-floor terrace at flat 3 shall be installed and shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent. The screen shall thereafter be retained in accordance with the approved details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55, 57 and 58).

INFORMATIVES

1. Traffic Management Plan: notes for guidance

When writing a Traffic Management Plan (TMP) the applicant should consider the following elements and provide the information as requested. This will make discharging the condition much simpler, faster and more efficient. As will be seen from the details below a TMP need not be a lengthy document however, clarity is key.

Site Plan

- i. The applicant should provide a site plan at a true scale of 1:200 for smaller sites and 1:500 for larger sites showing the following areas with written dimensions:
 - a. Proposed material storage area
 - b. Proposed site offices

- c. Proposed car parking area
- d. Proposed manoeuvring space
- e. Proposed access location
- f. Proposed location of any gates
- g. Proposed location of any wheel washing facility or similar.
- h. If the site is to be multi-phased then a plan for each phase should be provided.

2. Movement and control of muck away and delivery vehicles

- i. The proposed manoeuvring area for delivery/muck away vehicles, this should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear.
- ii. If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the adopted public highway how will pedestrian, cycle and motor vehicle traffic be controlled?
- iii. Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the Street Works Team at Streetworks@Cambridgeshire.gov.uk) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.
- iv. If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The Highway Authority would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum.
- v. The Highway Authority would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sites) into the site from the boundary of the adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.
- vi. Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day.

vii. Normally access to the site should be 5m in width for smaller sites and 6.5m for larger sites, though it is recognised that this may not be practical for small scale developments of one or two units.

3. Contractor parking:

i. If possible all parking associated with the proposed development should be off the adopted public highway.

ii. Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.

iii. If the site has no potential to provided off street car parking and or only limited numbers the applicant must provide details of how on street parking will be controlled.

iv. If contractor parking is to be on street the appliacant must maintain a daily register of contractor (and sub-contractor vehicles) that are parked on street, so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:

a. The name of the driver

b. The registration number of the vehicle

c. Make of vehicle

d. Arrival time

e. Departure time

4. Control of dust, mud and debris, in relationship to the operation of the adopted public highway

i. If it likely that debris may be dragged on to the adopted public highway the applicant should provide details of how this will be prevented. If a wheel wash or similar is proposed, the details of how the slurry generated by this will be dealt with must be provided, please note it will not be acceptable to drain such slurry onto to over the adopted public highway.

ii. The Highway Authority would seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.

iii. It is recognised that construction traffic occasionally damage the adopted public highway and the developer should include a note stating that such damage will be repaired in a timely manner at no expense to the Highway Authority. The Traffic Management Plan must relate solely to how the operation of the site will affect the adopted public highway, other information for example noise levels is not a highway matter and should not be included within the plan.

5. Fire Tender Informative

Fire Service vehicle access should be provided in accordance with Approved Document B Volume 1 of the Building Regulations. There should be vehicle access for a pump appliance to within 45m of all points within the dwelling-house in accordance with paragraph 11.2 of Approved Document B Volume 1. Where the proposed new dwelling cannot meet access requirements for fire appliances, compensatory feature(s) should be provided.