

Application Number	21/00190/FUL	Agenda Item	
Date Received	18th January 2021	Officer	Luke Waddington
Target Date	15th March 2021		
Ward	West Chesterton		
Site	44 George Street		
Proposal	Demolition of existing dwelling and replaced with new 2.5 storey dwelling and associated works		
Applicant	Mr Dan Brown 44, George Street		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed development would respect the character and appearance of the surrounding area. - The proposed development would not have any significant adverse impact on the amenity of surrounding occupiers. - The proposed development would provide accessible living accommodation and a good level of indoor and outdoor amenity for future occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 44 George Street is a 1.5 storey detached three-bedroom dwelling, and stands on the southwest corner of George Street, where it turns from a north-south orientation to a southeast-northwest orientation. The site occupies the internal angle of this turn in the street and the existing dwelling is located between numbers 42 and 48 George Street, which are both semi-detached, two-storey properties. The existing house on

the site was built in 1986 and differs from its older neighbours in style, materiality and form.

- 1.2 The long section of George Street, running south from the application site is a narrow street, made up of two-storey terraced houses from the middle and the end of the nineteenth century. These houses have a consistent scale and general pattern, but they differ in detail. All are finished in buff brick, although the colouration varies. Some have been cleaned and some have been painted over the whole elevation. Many have projecting bays.

2.0 THE PROPOSAL

- 2.1 It is proposed to demolish the existing dwelling and replace it with a single detached dwelling. The dwelling would have accommodation over 3 levels and would provide an on-site parking space. This application follows an approved application at this site for 2x dwellings with a basement level.

3.0 SITE HISTORY

Reference	Description	Outcome
18/1661/FUL	Demolition of existing house and replacement with two new dwellings.	Approved
17/0671/FUL	Demolition of existing house and construction of a new dwelling with a basement.	Refused, Appeal Dismissed
16/1817/FUL	Demolition of existing house and construction of a new dwelling with basement.	Refused

A copy of the Inspector's Decision letter in relation to the appeal of 18/1661/FUL is attached.

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 Local Plan 2018	1 3 28 31 32 35 36 50 51 52 55 56 57 59 81 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 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)
	Sustainable Design and Construction SPD 2020
Material Considerations	<u>City Wide Guidance</u> Air Quality in Cambridge – Developers Guide (2008) Cambridge City Council Draft Air Quality

	<p>Action Plan 2018-2023</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objections. Conditions are requested in relation to provision of a traffic management plan and materials and construction of the driveway, in the interests of highway safety

Environmental Health

- 6.2 No objections. Conditions requested with regard to construction hours and piling, in the interests of residential amenity

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.3 No objection. "The proposals have not indicated a surface water drainage strategy however, as this is a minor development and there are no surface water flood risk issues, it would be acceptable to obtain this information by way of a condition."

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations:

42 and 48 George Street

- 7.2 The representations can be summarised as follows:

- Overlooking from bedroom windows towards gardens of 42 and 48 George Street
- Obscured glazing on rear facing can be removed
- Reduction of light and increased overshadowing to 48 George street
- Reduction of off-street parking from 2 to 1 space, adversely impacting amenity

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 (and impact on heritage assets)
3. Carbon reduction and sustainable design
4. Water management and flood risk
5. Noise, vibration, and dust
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking

Principle of Development

8.2 The principle of development is acceptable and in accordance with the Cambridge Local Plan 2018 policies 1 and 3.

Context of site, design and external spaces

8.3 The principal elevations of the proposed dwelling, facing north and west would have a traditional appearance with a sloping slate roof and would be finished in brick. The overall ridge height and eaves height of the proposed dwelling respects those of the neighbouring properties alongside which they will be sited and would be a similar height to 42 George Street and would be marginally higher than the ridge height of the detached property adjacent at 48 George Street by 0.12 metres. The eaves height is graduated between these three dwellings

as the corner is turned and the existing set back from the back edge of the pavement and the building line would be maintained.

- 8.4 The treatment of the principal elevation of the proposed dwelling reflects the architectural detailing seen in George Street, with its ground floor bay windows and detailing that is in keeping with the character and materials of surrounding dwellings. As such it is considered that the appearance of the principal elevations would not result in a significant adverse impact upon the character and appearance of the surrounding street scene.
- 8.5 When viewed from the rear the proposed dwellings would have a three-storey appearance in brick with a flat roof and would have zinc cladding to the third floor loft section. Although this three-storey form is not a traditional feature or way of extending this type of dwelling, the roof form would read as a large roof extension, of a type that can be found in the vicinity, for instance at numbers 40 and 42 George Street. Given that views of the rear of the properties would be restricted to surrounding gardens, Officers do not consider this feature to be significantly detrimental to the character of wider area.
- 8.6 Overall, the external appearance of the proposed dwelling is very similar to that of the approved development ref. 18/1661/FUL. The principle alterations from the approved design are the re-arrangement of doors and windows within the front elevations facing George Street. These alterations are minor and the overall character of the proposed development would not alter significantly from that already approved.
- 8.7 Conditions would be attached to any consent granted requiring submission of samples and details of external materials, to ensure the materials and detailing is appropriate to the character of the area. Details of hard and soft landscaping would also be required by condition should consent be granted.

Carbon reduction and sustainable design

- 8.8 To ensure compliance with Cambridge Local Plan (2018) Policies 28 and 30 and the Greater Cambridge Sustainable Design and Construction SPD 2020, conditions will be attached to any consent granted requiring submission of a Carbon

Reduction Statement to meet part L of Building Regulations, and a water efficiency specification, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations

Integrated water management and flood risk

- 8.9 The proposed single storey rear element would have an area of flat roof. As required by Policy 31, this should be a green or brown roof. A condition will be added to any consent requiring the roof to be green/brown.
- 8.10 Subject to this, and to the conditions requested by the Sustainable Drainage Officer, the proposal is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Noise, vibration, and dust

- 8.11 No objections have been received from the Environmental Health department regarding noise, vibration, and dust, subject to conditions to limit piling and working and delivery hours.
- 8.12 Subject to the recommended conditions, the proposal is in accordance with Cambridge Local Plan (2018) policies 35 and 36.

Accessible Homes

- 8.13 The Design and Access Statement accompanying the application confirms that the development would comply with Approved Document Part M(2) of the Building Regulations. A condition would be added to any consent to secure this requirement in accordance with Policy 51 of the Cambridge Local Plan.

Residential Amenity

Impact on amenity of neighbouring occupiers:

- 8.14 In terms of its massing, scale, relationship with neighboring dwellings, the proposed development is very similar to that approved within 18/1661/FUL.

- 8.15 With regard to potential overbearing impact, the main difference between the proposed and approved developments is the addition of a single storey flat roofed projection on the proposed rear elevation, alongside the boundary with no.42 George Street. Given its limited length, this would not result in a significant overbearing impact on the garden of that dwelling.
- 8.16 No 42 is situated to the south and has a first-floor window in the side elevation of an extension. This window faces north towards the application site and is understood to serve a study. Whilst the overall height of the dwelling would be increased as a result of the proposed development, the depth of the dwelling into the site at first floor level would not extend any further than the existing main dwelling at No 42; whilst there would be an increase in the built structure in proximity to this window it is considered that it would not result in undue harm in terms of loss of outlook or result in a significant enclosing effect.
- 8.17 The site is located to the north of no.42 George Street. Therefore, Officers do not consider the proposal would result in an unreasonable loss of sunlight or daylight to this neighbour.

No.48 George Street.

- 8.18 The neighbouring dwelling at no.48 has a garage adjacent to the application site which separates the main dwelling property from the application site. The proposed dwelling is not considered to result in a significant overshadowing or overbearing impact upon this dwelling.
- 8.19 As is noted on the proposed plans, all the first and second floor windows on the garden-facing elevations would be fitted with obscured glazing, to a height of 1.7 meters above internal floor level. This was also the case with the previously approved scheme. Officers consider that obscuring these windows would mitigate any potential for significant overlooking impacts onto adjacent gardens. A condition would be attached to any consent granted, to ensure that these windows are fitted with obscured glazing and that it is retained in perpetuity.
- 8.20 In the opinion of officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site:

8.21 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 (m ²)	Proposed size of unit	Difference in size
1	3	6	3	108	157	+49

8.22 As was the case with the dwellings approved in 18/1661/FUL, the proposed dwelling would have obscure glazed windows to the rear elevation at first and second floor level, serving habitable rooms. These rooms are dual aspect and would have an outlook to the front; as such the obscured windows would not have a significant detrimental impact on the living conditions and usability of the living rooms at first floor level.

8.23 The proposed garden would be approximately 30m² excluding the bin storage area. It is considered that this area, while modest, would not be out of keeping with garden sizes of properties 48-52 George street which are similarly sized. The space provided is considered to be sufficient for the occupants to circulate, play, have a table and chairs and to hang washing.

8.24 In the opinion of officers, the proposal provides an appropriate standard of residential amenity for future occupiers, and in this respect it is compliant with Cambridge Local Plan (2018) policy 50.

Refuse Arrangements

8.25 Refuse bins would be stored within the site and collected from the kerb as is the existing arrangement.

8.26 The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

8.27 Subject to conditions requiring the submission of a traffic management plan, and details of the construction of the access and driveway, there are no objections from the Local Highway

Authority on the grounds of highway safety. The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.28 Concerns from residents regarding the loss of an off-street parking space are noted, however the proposal would still provide a single off-street parking space. This provision would remain compliant with the car parking standards in the Cambridge Local plan, which require no less than 0.5 spaces and no more than 2 spaces, per 3-bedroom dwelling.
- 8.29 The dimensions of the proposed garage provide space for car and cycle parking in accordance with Appendix L (figure L.1). The proposal is compliant with Cambridge Local Plan (2018) policy 82.

Biodiversity

- 8.30 The site's garden is presently paved with some flowerbeds, and areas for planting to the front of the dwelling, although these are currently neglected. Officers consider that through the introduction of measures such as additional native planting at the front and rear, bird and bat boxes, hedgehog gaps, and a green roof, a modest net gain in biodiversity could be accomplished. 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

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. No development shall take place above ground level, other than demolition, until details including samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

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, 57 and 61)

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. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details. Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

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

7. 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 document 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

8. The drive way shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: for the safe and effective operation of the highway

9. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied. The scheme shall include:

a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events; x Planning Consultation Response (Planning Applications) Rev A

b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;

c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;

d) A plan of the drained site area and which part of the proposed drainage system these will drain to;

e) Full details of the proposed attenuation and flow control measures;

f) Site Investigation and test results to confirm infiltration rates;

g) Full details of the maintenance/adoption of the surface water drainage system;

h) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

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

10. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features)

shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the buildings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework and Cambridge Local Plan (2018) policies 31 and 32.

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. No development above slab level shall commence until a Carbon Reduction Statement has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all new residential units shall achieve reductions in CO₂ emissions of 19% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations, and shall include the following details:
 - a. Levels of carbon reduction achieved at each stage of the energy hierarchy; and
 - b. A summary table showing the percentage improvement in

Dwelling Emission Rate over the Target Emission Rate for each proposed unit. Where on-site renewable or low carbon technologies are proposed, the Statement shall also include:

c. A schedule of proposed on-site renewable energy technologies, their location, design and a maintenance schedule; and

d. Details of any mitigation measures required to maintain amenity and prevent nuisance. There shall be no occupation of the development until the carbon reduction measures have been implemented in accordance with the approved details. Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Carbon Reduction Statement shall be submitted to and approved in writing by the local planning authority. The revised Carbon Reduction Statement shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution (Cambridge Local Plan 2018 Policies 28, 35 and 36 and Greater Cambridge Sustainable Design and Construction SPD 2020).

13. No dwelling shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

14. 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 (e.g. 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).

15. No development above ground level, other than demolition, shall commence 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). 26.

16. Notwithstanding the approved plans, the dwellings hereby permitted shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51).

17. Prior to the occupation of the development, hereby permitted, the windows and doors annotated as 'Part obscured' on drawing

numbers PL(21)02 Rev P1 and PL(21)01 Rev P1 shall be obscure glazed up to a minimum height of 1.7 metres above internal finished floor level, to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall be non-openable below 1.7m from internal finished floor level. The windows annotated as 'Obscured' on drawing number PL(21)01 Rev P1 shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall be obscure glazed up to a minimum height of 1.7 metres above internal finished floor level and shall be non-openable below 1.7m from internal finished floor level. 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).

18. Notwithstanding Schedule 2, Part 1, Classes A, B and C of the General Permitted Development Order 2015, no new windows at first floor or above on the west or south west elevations shall be inserted without express planning permission having first being obtained from the LPA.

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.

1. 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 applicant 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.