

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 29th August 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:

Andy Higham
Liz Sullivan
Kate Perry

Ward:
Grange

Ref: 16/04769/FUL

Category: Full Application

LOCATION: 3-6 Clock Parade, London Road, Enfield, EN2 6JG

PROPOSAL: Erection of 2nd floor roof extension to provide 4 self-contained flats comprising 2 x 1 bed and 2 x 2 bed, first floor extension to rear to provide 1 x 2 bed self-contained flat together with external staircases and bike store.

Applicant Name & Address:

Mr Eli Pine
Three Acacia Place Ltd
23 Tillingbourne Gardens
N3 3JJ

Agent Name & Address:

Mr Ashley Bailey
AZ Urban Studio
Magdalen House
136-148 Tooley Street

RECOMMENDATION:

It is recommended that planning permission be **GRANTED** subject to conditions.

Note for Members:

Applications of this nature would normally be considered under delegated powers however as an objection has been received from the Council's Conservation Advisory Group and in line with due process the application is brought before the planning committee for determination.

1. Site and Surroundings

- 1.1. The application site is located on London Road at the junction with Private Road. The building is occupied by a 2 storey white rendered building which contains commercial uses at ground floor with residential flats above (6 flats). The site adjoins the Bush Hill Park Conservation Area but does not contain a Listed Building.
- 1.2. There is no on-site car parking for the existing flats.

2. Proposal

- 2.1. Permission is sought for the addition of a second storey to provide 4 x self-contained flats (comprising 2 x 2-bed and 2 x 1-bed) and a first floor extension to the rear to provide 1 x 2-bed self-contained flat adjacent to number 1 Private Road.
- 2.2. No on-site car parking is proposed.

3. Relevant Planning Decisions

- 3.1. 15/05573/PRJ - Change of use from first floor office (B1) to 2 x residential flats (C3) - Prior Approval Not Required 25.2.2016.
- 3.2. TP/09/0488 - Demolition of existing building and erection of a part 2, part 3-storey building comprising one retail unit (Class A1) and 22 self-contained residential units (4 x 1-bed, 9 x 2-bed, 9 x 3-bed) with front, side and rear balconies, roof terrace, car and cycle parking at surface and basement levels and access to London Road - **refused** for the following reasons:
 1. *The application fails to satisfactorily demonstrate that the proposal is unable to contribute to affordable housing targets in accordance with Policies 3A.9, 3A.10 and 3A.11 of the London Plan.*
 2. *The proposal provides for an inadequate level of amenity space provision to provide a visual setting for the building and the needs of residents having regard to Policy (II)H9 and Appendix A1.7 of the Unitary Development Plan.*

The scheme was subsequently allowed on Appeal

4. Consultations

4.1. Statutory and non-statutory consultees

Conservation Officer

- 4.1.1. No objection in principle to the addition of an extra floor. However, concerns regarding quality of materials raised. Conditions recommended.

Urban Design Officer

- 4.1.2. No objection to the principle of creating a set-back storey to the building, but concerns raised about the current proposal in relation to the scale of development and the quality of materials proposed.

Traffic and Transportation

- 4.1.3. Object to lack of on-site car parking provision and lack of evidence to demonstrate that additional car parking and servicing would not have an adverse impact on the parking capacity of the local road network.

Environment Agency

- 4.1.4. No objections

Conservation Advisory group (CAG)

- 4.1.5. Objections are raised because it is considered that similar additions of a floor(s) at similar developments throughout the Borough have diminished the appearance of the host building. Structure not lightweight and fenestration design and spacing don't relate/match the host building. Setback is not adequate and addition will be highly visible from street level. This proposal does nothing to improve the appearance of the building and compromises the gateway to the conservation area.

4.2. **Public**

- 4.2.1. Consultation letters were sent to 51 adjacent and nearby properties. There were two rounds of public consultation between 18.11.2016 and 9.12.2016 and 26.4.2017 and 10.5.2017, with the second round of consultation in response to revised plans submitted. Three letters of objection have been made received raising some or all of the following points:

- Loss of privacy and overlooking from flat roof used as deck (not currently situation), rear terraces and second storey rear windows which will afford views over 'Mr Clutch' to gardens in Private Road.
- Parking already chaotic and congested
- Would be out of character with retained roofline
- Access arrangements poor
- Unsightly
- Would overcrowd site
- Poor refuse storage existing - this would only be worse with 5 extra flats

5. **Relevant Policy**

5.1. London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing development
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing on schemes
Policy 3.13	Affordable housing thresholds
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions

Policy 5.3	Sustainable design and construction
Policy 5.7	Renewable energy
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.16	Waste self sufficiency
Policy 6.13	Parking
Policy 7.1	Lifetime Neighbourhoods
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.8	Heritage assets and archaeology

5.2. Core Strategy

CP2	Managing the supply and location of new housing
CP3	Affordable housing
CP4	Housing Quality
CP5	Housing Types
CP6	Meeting Particular Housing Needs
CP8	Education
CP9	Supporting Community Cohesion
CP20	Sustainable Energy use and Energy Infrastructure
CP21	Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP28	Managing Flood Risk
CP30	Maintaining and Improving the Quality of the Built and Open Environment
CP31	Built and Landscape Heritage
CP32	Pollution
CP36	Biodiversity
CP46	Infrastructure Contributions

5.3. Development Management Document

DMD2	Affordable Housing on Sites of less than 10 units
DMD3	Providing a Mix of Different Sized Homes
DMD4	Loss of existing residential units
DMD5	Residential Conversions
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD44	Conserving and Enhancing Heritage Assets
DMD45	Parking Standards and Layout
DMD49	Sustainable Design and Construction Statements
DMD 51	Energy Efficient
DMD 53	Low and zero carbon Technology
DMD 54	Allowable Solutions
DMD 55	Use of Roof Space/ Vertical Services
DMD 56	Heating and Cooling
DMD 57	Responsible Sourcing of Materials
DMD 58	Water Efficiency
DMD 59	Avoiding and Reducing Flood Risk

DMD 60	Assessing Flood Risk
DMD 61	Managing Surface Water
DMD 68	Noise
DMD 69	Light Pollution
DMD 78	Nature Conservation
DMD 79	Ecological Enhancements
DMD 80	Trees

5.4. Other Relevant Policy and Guidance

National Planning Policy Framework
National Planning Policy Guidance
Technical Housing Standards – Nationally Described Space Standards
Monitoring Report and Housing Trajectory 2015
Bush Hill Park Conservation Area Character Appraisal
Enfield Characterisation Study

6. **Analysis**

Principle

- 6.1. The National Planning Policy Framework (NPPF) and London Plan advise that Local Authorities should seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable and inclusive and mixed communities. In addition they advocate the efficient use of brown field sites provided that it is not of high environmental value. Policy 5 of the Core Strategy seeks to ensure that new developments offer a range of housing sizes to meet housing needs whilst ensuring that the quality and character of existing neighbourhoods is also respected.
- 6.2. In broad terms, the proposal to provide residential accommodation would contribute to the strategic housing needs of Greater London and increase the housing stock of the Borough. Therefore the proposal is considered to be consistent with the aims and objectives of both strategic and local planning policies in this regard.
- 6.3. However, the development must also be judged on its own merits and assessed in relation to material considerations including impact on the character of the area including the Bush Hill Park Conservation Area, housing mix, and the attainment of appropriate scale, design, amenity space, parking provision, residential amenity and privacy, to achieve a development that integrates appropriately into their surroundings.

Impact on the Bush Hill Park Conservation Area

- 6.4. The adjoining Bush Hill Park Conservation Area is located to the rear (east) of the site starting in Private Road. The Conservation Advisory Group have raised concern that the development will detract from the 'gateway' to the Conservation Area which is currently dominated by the parapet and clock face feature at number 1 Clock Parade. However, Officers consider that the parapet and clock face will remain the dominant feature given its siting on the corner of Clock Parade and Private Road. In addition, the contrasting materials proposed and the setback of the new floor is such that it will be read as a secondary and recessed element which will not conflict with the dominant white rendered and forward sited clock face. It is considered a benefit that this proposal retains the existing parapet and clock face feature which

could be at risk as part of an alternative scheme as the previous approval has demonstrated.

- 6.5. The proposed development, due to its design, size and siting, will not lead to any harm or loss of significance to the adjacent Bush Hill Park Conservation Area and will preserve the special character and setting of the designated heritage asset having regard to Policy 7.8 of The London Plan, Core Policy 31 of the Core Strategy, Policy DMD44 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 12)
- 6.6. It is noted that planning permission was granted in 2010 for the wholesale redevelopment of the site (1-6 Clock Parade) (see planning history section of this report). This included the demolition of the existing parapet detail and clock face on the adjoining building. A copy of the elevations for the approved scheme are appended to this report. This was refused by the Council for failure to provide an adequate affordable housing contribution and lack of amenity space. No objection was raised to the design of the proposal. Furthermore, the Appeal Inspector allowed the proposal and did not take issue with the design of the development.

Design

Impact on Streetscene

- 6.7. The National Planning Policy Framework (NPPF) at Section 7 confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. Whilst LPAs should not be too prescriptive in terms of architectural style, in order to achieve high quality outcomes, particular regard will be given to the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area generally.
- 6.8. Policies 7.4, 7.5 and 7.6 of the London Plan confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “a positive relationship between urban structure and natural landscape features...” The above Policy aims are reflected within the Core Strategy and within the Development Management Document.
- 6.9. The current proposal would result in an additional storey above 3-6 Clock Parade to provide 4 additional flats and a first floor rear extension to provide 1 additional flat. The development would have a timber clad external façade with a light grey fibre cement board surround and zinc coping. The application has been amended since the original submission so that the new floor is set back from the existing front elevation by 1m. In addition, the number of windows has been reduced and the vertical emphasis of the glazing increased to relate more acceptably to the floors below.
- 6.10. Overall, it is considered that the proposal as submitted relates acceptably to the existing building and would not be overly dominant to it. The set back to the front elevation and contrasting materials serve to break up the façade and would allow the development to be read as a subservient element in the street scene. It is noted that the Council’s Urban Design Officer has commented on the development and

has raised some concerns about the proposed materials. However, further details on the materials could be required by condition should planning permission be granted to ensure a high standard of materials are used.

- 6.11. Consideration must also be given to the impact of the proposed extension on the adjoining building - 1 Clock parade (Sainsbury's Local). This building has an attractive parapet feature and clock face and the proposed development would be located adjacent to this feature. The parapet and clock face are not Listed or Locally Listed and do not fall within a Conservation Area. Therefore they are not afforded any additional statutory protection. However, it is considered that any extension should be designed so as not to detract from this existing architectural feature.
- 6.12. It is considered that the revised proposal, which would be set back from the front elevation by 1m, would not have an unacceptably detrimental impact on this existing feature and would not appear overly dominant in relation to it.

Housing Mix

- 6.13. The current proposal would result in 5 additional residential units (3 x 2-bed and 2 x 1-bed). The Council's "Monitoring Report and Housing Trajectory 2015 (2016)" seeks a greater provision of family accommodation (3+ bedroom homes) for which there is a deficit in the borough and a reduction in the number of 1 and 2 bed homes for which there is an over-provision.
- 6.14. The current proposal would not contribute to the provision of family sized accommodation. However, given this scheme is relatively small in scale and, due to the siting of the proposed flats at second storey level and above existing commercial uses, family sized units would be less appropriate in this context. The provision of smaller units is therefore considered acceptable in this case.

Residential Amenity

- 6.15. The proposed additional storey of accommodation would result in additional windows in the rear elevation of the building as well as small private terraces at this level. At first floor level there would be a communal roof terrace. An objection has been received on behalf of the owners of 1 and 3 Private Road raising concerns, amongst others, about loss of privacy from the new flats as well as from the proposed amenity spaces.
- 6.16. The rear elevation of the new flats would face towards the side elevation of the properties in Private Road including the side boundary of their rear gardens. Four of the proposed flats (measured from the rear facing windows) would be separated from the rear/side boundary by a minimum of 22m. The 5th flat would be separated from the side elevation of number 1 Private Road by 2m. This flat would not have any windows in the rear elevation and therefore would not result in a loss of privacy for the nearest neighbouring occupiers. The windows to the other flats would serve living/kitchen areas and there would also be relatively small private terraces at this level (ranging from 6.2 – 12.5sqm). It is considered that whilst these windows/terraces would result in some additional limited overlooking, given the separation to the boundary they would not have an unacceptable impact. Nor would the level of overlooking be inappropriate in a suburban residential environment such as this where some overlooking is to be expected.

- 6.17. With regard to the first floor communal terrace, any overlooking/activity would be obscured by the existing roof of 'Mr Clutch' and therefore this would not have an unacceptable impact on the neighbouring residential occupiers.
- 6.18. The new first floor flat at the rear of the site would be located adjacent to number 1 Private Road. Due to its position next to the side elevation of number 1, it would not breach a 30 degree angle from the nearest first floor front or rear facing windows at the neighbouring dwelling and therefore would not result in an unacceptable loss of light or outlook.

Quality of the Residential Environment Created

- 6.19. The Nationally Described Space Standards (Table 1) set out the minimum floor areas for new homes. The proposed 1-bed 2 person flats require a minimum GIA of 50sqm with 1.5sqm of built in storage. The proposed 2-bed 4 person flats require a minimum GIA of 7sqm with 2sqm built in storage.
- 6.20. The 2 x 1 bed flats currently proposed have a GIA of 55.4 and 55.5sqm respectively. The 3 x 2 bed flats also all have floor areas which exceed the required standards (78, 81 and 8sqm respectively). Furthermore, all habitable rooms would have access to natural light and ventilation.

Amenity Space Provision

- 6.21. DMD 9 sets out the Council's requirements in terms of amenity space provision. It requires that for a 1 bed 2 person flat 5sqm of private amenity space should be provided. For a 2 bed 4 person flat there should be 7sqm. The proposed private terraces would exceed the required standards.

Car Parking, Servicing and Traffic Generation

Car parking

- 6.22. The existing flats do not have any allocated parking spaces but are able to utilise the parking spaces at the front of the shopping parade or immediately to the side on Private Road outside of opening hours.
- 6.23. The site is in an area with a PTAL score of 2 but just to the north the PTAL is 4 which reflects very good access to public transport. The London Plan suggests that the maximum parking provision should be between 0 and 5 parking spaces. The proposed development will be car-free in that no parking is provided and a condition is recommended to prevent future occupiers from obtaining parking permits within the CPZ, while the concerns of Traffic & Transportation are noted, the site is within walking distance (10mins) of Enfield Town Centre and associated transport nodes. Moreover, two bus routes (W8 and 329) go past the site, with bus stops in close proximity. The sustainability of the site is further enhanced with the construction of the cycle lane on London Road as part of the Cycle Enfield project.
- 6.24. On balance, this is a small scheme of 1 and 2 bed units with reasonable access to bus routes and Enfield Town station limiting the need for car ownership. Future residents will also be made aware that there is no dedicated parking and that they will not be able to obtain parking permits which will further discourage car ownership. The proposal is not anticipated to add any significant level of pressure

to the surrounding road network and having regard to London Plan standards the proposal is on balance considered to be acceptable on this basis.

Cycle parking

- 6.25. Cycle parking is provided within the site and is secured and covered. Twelve spaces are provided and this meets the requirements set out in the London Plan.

Pedestrian Access

- 6.26. Pedestrian access is proposed via an access stairway from the frontage of the site. This maintains the existing access arrangement to the first floor flats. Additional stairs would then be provided up to the new dwellings. This is considered acceptable.

Servicing

- 6.27. Servicing will take place as per the existing servicing arrangements for the existing flats. This will intensify an already busy arrangement, however given only five additional flats are proposed it is not considered reasonable to refuse planning permission. Details of the storage of refuse and recycling facilities will be required by condition to ensure adequate provision is made.

Energy

- 6.28. The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO2 reduction is required for new residential units having regard to economic viability and technical feasibility. No energy statement has been submitted with this application but this could be required by condition should planning permission be granted.
- 6.29. In addition, water efficiency measures will need to be provided. Submitted details will need to demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. This will be required by condition.

S106 Contributions

- 6.30. The proposal is for less than 11 units and has a GIA of less than 1000sq.m and therefore no contribution towards S106 is required.

Community Infrastructure Levy

Mayoral CIL

- 6.31. The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20 together with a monthly indexation figure.
- 6.32. The current proposal has a net gain in additional floorspace of 351.9sqm, which would attract a charge of £8931.63.

Enfield CIL

- 6.33. On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water.
- 6.34. The applicable CIL rate is be £120 per square metre together with a monthly indexation figure. The contribution required will be £43, 615.05

7. Conclusion

- 7.1. Having regard to the above it is recommended that on balance, planning permission should be granted for the following reasons:
1. The proposed development, due to its design, size and siting, will not lead to any harm or loss of significance to the adjacent Bush Hill Park Conservation Area and will preserve the special character and setting of the designated heritage asset having regard to Policy 7.8 of The London Plan, Core Policy 31 of the Core Strategy, Policy DMD44 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 12).
 2. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3 & 3.4 of The London Plan, Core Policies 2, 4 & 5 of the Core Strategy, Policies DMD3 & 4 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
 3. The proposed development due to its design, size, scale and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, Policies DMD8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
 4. The proposed development due to its siting does not impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect, complies with Policy 7.6 of the London Plan, Core Policy 30, Policy DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
 5. The proposal makes appropriate provision for access, servicing, and cycle parking, and in this respect, complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, Policies DMD 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

8. Recommendation

- 8.1. That planning permission be GRANTED subject to the following conditions
1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans:

267.100 P2
267.110 P1
267.111 P1
267.112 P1
267.120 P1
267.121 P1
267.110 P1
267.130 P1
267.131 P1
267.132 P1
267.202 P2
267.203 P2
267.220 P2
267.221 P2
267.222 P2
267.230 P2
267.232 P2
267.PH2 P1

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to commencement of works hereby approved, samples of all the types of external materials and finishes to be used in the proposed development (including windows, roof finish, cladding and paintwork), and a schedule of materials to be used in all external and internal elevations including walls (including brick bond and pointing samples), doors, windows, front entrances and balconies within the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Each phase of the development shall thereafter be carried out solely in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and safeguard the character and appearance of the Conservation Area.

4. Detailed drawings to a scale of 1:20 or larger to confirm the detailed design and external materials of the proposed development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The detail shall include:
 - a. Windows at a scale of 1:10 (including cills, reveals, heads, window furniture);
 - b. Roof (eaves and parapet detail);
 - c. Doors (including jambs, architraves, door case, door furniture);
 - d. Detail and location of rain water pipes to all elevations;
 - e. Details of balcony balustrading at a scale of 1:5

The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and to preserve the setting of the Bush Hill Park Conservation Area.

5. Details regarding any new external vents or flues shall be submitted to and approved in writing by the Local Planning Authority prior to installation. Such details shall include details of their design, materials and siting.

Reason: To ensure a satisfactory external appearance and to preserve the setting of the Bush Hill Park Conservation Area

6. No plumbing or pipes shall be fixed on the external faces of the building unless shown on the approved drawings.

Reason: To ensure a satisfactory external appearance and to preserve the setting of the Bush Hill Park Conservation Area.

7. The development shall not be occupied until details of the siting and design of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield - Waste and Recycling Planning Storage Guidance ENV 08/162, have been 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.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction target.

8. No roof of any part of the development other than those indicated as "terrace" on the approved drawings shall be used for any recreational purpose and access shall only be for the purposes of the maintenance of the property or means of emergency escape.

Reason: To safeguard the privacy of the occupiers of adjoining properties.

9. Prior to first occupation details of the internal consumption of potable water shall be submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policy 5.15 of the London Plan.

10. The development shall not commence until an 'Energy Statement' has been submitted to and approved by the Local Planning Authority. The details must demonstrate the energy efficiency of the development and shall provide for no less than a 35% improvement in total CO2 emissions arising from the operation of the development and its services over Part L of the 2013 Building Regulations. The Energy Statement should outline how the reductions are

achieved through the application of the following energy hierarchy, with each tier utilised fully before a lower tier is employed:

- a. Fabric Energy Efficiency performance (inclusive of the use of energy efficient fittings) and the benefits of passive design;
- b. The potential to connect to existing or proposed decentralised energy networks; and
- c. Demonstrating the feasibility and use of zero and low carbon technology.

Unless otherwise required by any other condition attached, the development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met.

11. The development shall not commence until a construction management plan has been submitted to and approved by the Local Planning Authority. The construction management plan shall be written in accordance with London Best Practice Guidance and contain:

- a. A photographic condition survey of the public roads, footways and verges leading to the site.
- b. Details of construction access and associated traffic management.
- c. Arrangements for the loading, unloading and turning of delivery, construction and service vehicles.
- d. Arrangements for the parking of contractors' vehicles.
- e. Arrangements for wheel cleaning.
- f. Arrangements for the storage of materials.
- g. Hours of work.
- h. The storage and removal of excavation material.
- i. Measures to reduce danger to cyclists.
- j. Dust mitigation measures.
- k. Membership of the Considerate Contractors Scheme

The development shall be carried out in accordance with the approved construction management plan unless otherwise agreed by the Local Planning Authority.

Reason: To ensure construction does not lead to damage of the nearby public road network and to minimise disruption to the neighbouring properties.

12. The development shall not commence until an undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not adversely impact on the surrounding area and to minimise disruption to neighbouring properties.

13. Occupiers of the residential development, hereby approved, shall not be entitled to a Residents Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development. For the lifetime of the development a notice, no smaller than 30cm in height and 21cm in width, clearly informing occupants of this restriction shall be displayed within the ground floor communal entrance lobby, in a location and at a height clearly visible to all occupants. On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

Reason: To ensure the safe and free flow of vehicular and pedestrian traffic.