



## Appeal Decision

Site visit made on 12 July 2016

**by Caroline Mulloy BSc (Hons) DipTP MRTPI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 17<sup>th</sup> October 2016**

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**Appeal Ref: APP/B5480/W/16/3147474**

**Pinewoods, St John's Road, Romford, Havering RM5 2RS**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mr Charles Hearsum, Pinewood (Romford) Limited against the decision of the Council of the London Borough of Havering.
  - The application Ref P1241.15, dated 21 August 2015, was refused by notice dated 26 November 2015.
  - The development proposed is demolition of the existing building, erection of three and a half storey apartment blocks with room accommodation comprising 32 no self contained apartments, layout 32 parking spaces and associated landscaping and amenity space.
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### Decision

1. The appeal is allowed and planning permission is granted for demolition of the existing building, erection of three and a half storey apartment blocks with room accommodation comprising 32 no self contained apartments, layout 36 parking spaces and associated landscaping and amenity space at Pinewoods, St John's Road, Romford, Havering RM5 2RS in accordance with the terms of the application, Ref P1241.15, dated 21 August 2015, and the plans submitted with it, subject to the conditions set out in the attached Schedule to this Decision.

### Main Issues

2. I consider that the main issues in this case are:
  - The effect of the proposal on highway safety with specific reference to parking provision; and
  - Whether the proposal should include a contribution to the provision of education facilities, in the area.

### Procedural Matter

3. The description of the development on the planning application form and the decision notice states three storey apartment blocks. However, I note that there is an additional level of accommodation in the roof space and I have therefore altered the description of the development to 'three and a half storeys' which I consider is a more accurate description of the proposal.
  4. An amended plan has been submitted entitled 'Proposed Ground Floor Plan', drawing number 15130-PL03 revision B. It shows the provision of an additional 4 parking spaces achieved through minor revisions to the layout of the car park and landscaping. The proposed changes do not alter the nature of the proposal and I consider that accepting the revised plan would not prejudice the interests of anyone. I shall deal with the appeal on this basis.
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## **Preliminary Matter**

5. A strip of land to the east of the site is situated within the Green Belt. Paragraph 89 of the National Planning Policy Framework (the Framework) states that the construction of new buildings should be regarded as inappropriate development in the Green Belt. It is not proposed to build on this land or provide parking as the land will form a landscaping strip. Consequently the Council consider that the proposal would not harm the openness of the Green Belt and nothing I have seen on the plans, in submissions or on my site visit would lead me to reach a different conclusion.
6. I, therefore, share the Council's view that the appeal proposal would not be inappropriate development in the Green Belt or effect the openness of the Green Belt. The proposal would not, therefore, conflict with paragraph 89 of the Framework.

## **Reasons**

### *Highway Safety*

7. The appeal site is situated on the corner of Clockhouse Lane and St. Johns Road. The Pinewoods Public House currently occupies the site together with associated parking and beer garden, although the building is not in use as a public house at present. The building is set back from the junction and forms an L-shaped plan. Two-storey semi-detached properties lie adjacent to the south and a 3 storey residential block of flats to the west. It is proposed to demolish the existing public house and construct a three and a half storey apartment block comprising 32 self contained residential apartments.
8. The amended plan shows that parking provision would be made for 36 no vehicles to the rear of the apartment block and two cycle store areas with a capacity of storing 22 and 10 no cycles respectively. This would equate to approximately 1.1 vehicle parking spaces per unit. The site is within a Public Transport Accessibility Level (PTAL) zone score of 2 which is rated as poor. Provision of 1.5-2 vehicle parking spaces would be required per unit for flats in accordance with Policy DC2 of the DPD. There would thus be a shortfall of approximately 12 spaces against the minimum requirement.
9. The Council considers that the proposal would result in unacceptable overspill onto adjoining roads due to the limited availability of on-street parking within the immediate vicinity which would be detrimental to highway safety and residential amenity. I note that the Highways Authority has also objected to the proposal.
10. The appellant points out that the parking standards set out in Policy DC2, Policy DC33 and Annex 5 of the DPD are maximum standards and should not be exceeded. He considers that the Council has treated the parking standards as fixed and unyielding and that more weight should be attached to the frequency and accessibility of bus services. He also points to data from the 2011 census which shows that car ownership in the area is relatively low at 0.62 persons per flat and that consequently the proposal would make sufficient provision.
11. The site is close to the terminus of the 294 and 365 bus routes although it takes some 18 minutes to reach the centre of Romford. The nearest railway station of Romford is approximately 2.5 miles away. The availability of public transport is already taken into account in the PTAL rating; however, the availability of public transport in close proximity to the site, nevertheless, weighs in favour of the proposal.

12. A parade of shops is situated to the south end of Broxmoor Road; however, this is mainly non-food with only one convenience store and grocers. Consequently, it is unlikely that the day to day needs of future occupiers would be met from these shops. I consider that the majority of future occupiers would look to Romford town centre for their day to day needs. There is a small employment area to the north of Clockhouse Lane; however, this is unlikely to meet the employment needs of the majority of future occupiers. I consider these factors weigh against the scheme. However, the presence of the school, children's play area and country park in close proximity to the site weigh in favour of the proposal.
13. Whilst the low level of car ownership in the area and proximity to public transport weigh in favour of the proposal the proposed level of car parking is, nevertheless, significantly lower than the requirement set out in the DPD. Consequently there is a need to consider whether any potential overspill parking could be accommodated in the surrounding streets.
14. The appellant has undertaken a survey of on-street parking availability which they consider shows that there is sufficient on-street parking available in the neighbouring streets. The survey was undertaken at 0430 hours when on-street parking is likely to be at its maximum. It shows that at peak periods a total of 41 spare spaces were available within 200m of the site. Whilst there are a number of dropped kerbs in the vicinity the parking survey has already taken account of this.
15. The Council consider that additional on-street parking close to the roundabout junction, nearby bus stops and the school would not be desirable. However, I noted the presence of parking restrictions in the form of double yellow lines and no parking zigzag lines which are defined so as to avoid issues of highway safety. Parking in those locations would, therefore, be restricted in any event. Furthermore, there is no evidence before me that existing on-street parking is causing harm to highway safety.
16. On the basis of this evidence, on the basis of my own observations on site and in the absence of any evidence to the contrary, I am satisfied that any over-spill parking of on-street parking arising from the development could be satisfactorily accommodated without detriment to highway safety.
17. I, therefore, conclude for the reasons stated above that the proposal would not have a harmful effect on highway safety. In reaching this decision I am mindful of paragraph 32 of the National Planning Policy Framework which states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. I am also mindful that the car parking standards set out in the DPD are maximum standards. The proposal would not, therefore, conflict with Policies DC2 and DC33 of the DPD.

#### *Provision for Infrastructure*

18. The Council consider that financial contributions are required towards the provision of education provision in accordance with Policy DC72 of the DPD and the Planning Obligations Supplementary Planning Document (PO SPD) (2013) and appended technical reports, which states that a contribution of £20,444 is required per dwelling, discounted to £6,000 taking into account viability.
19. The Council has provided information during the appeal expanding on the need for contributions towards increasing school places, drawing on evidence in the Draft Commissioning Plan for Education Provision 2015/16-2019/20. This particularly shows a need for secondary places and post-16 places which due to their nature

would serve all parts of the Borough. The report also shows that there is no spare capacity to accommodate demand for primary and early years school places generated by new development. Policy DC29 of the DPD requires that educational needs are met by new development.

20. The appeal proposal is for the provision of 32 self-contained apartments comprising of 30 2 bedroom 4 person apartments and 2 1 bedroom 2 person flats which would be capable of accommodating families and thus would create additional demand for education infrastructure.
21. In principle I am, therefore, satisfied that there is sufficient evidence to demonstrate that the need for the contribution arises from the development and that the contribution is, therefore, necessary to make the development acceptable in planning terms. I also consider that the contribution is directly and fairly and reasonably related in scale and kind to the development and meets the test set out in Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 and the National Planning Policy Framework (the Framework).
22. From 6<sup>th</sup> April 2015, Regulation 123 of the Community Infrastructure Levy (CIL) Regulations state that no more than 5 obligations can be used to fund particular infrastructure projects or infrastructure types which could be funded through CIL. The Council has indicated that the contribution will be used on a project to increase the capacity at an existing school or build a new school. They have subsequently provided a list of schools which the proposal could make a contribution towards. This list of schools has been incorporated into a revised completed and signed section 106 unilateral undertaking (UU). The Council point out that a monitoring fee has not been included in the 106. However, the monitoring fee is not necessary to make the development acceptable and the 106 is relatively straight forward relating to a one-off payment. In any event, monitoring is part of the Council's functions.
23. The Council have also pointed out that the UU does not include an indexation clause; however, it has not provided any evidence to demonstrate the harm which would arise from the absence of this clause. Whilst it may be desirable, I do not consider that this would provide sufficient basis on its own to warrant refusal. I also note that the Council confirm that the UU as currently submitted does provide for the required education contribution. In the specific circumstances of this case, on balance, I am prepared to take the UU into account.
24. The Council confirm that no contributions have been made towards those schools. It also has a robust monitoring system in place to ensure that this will not occur. There is nothing before me to indicate that the necessary provision would be made by CIL contributions.
25. In view of the above, I am satisfied that the contribution meets the tests set out in Regulation 123 of the CIL Regulations. I am, therefore, able to take the undertaking into account in determining this appeal. Consequently, I conclude that the proposal would not conflict with Policies DC29 and DC72 of the DPD which seeks to ensure that the provision of primary and secondary education facilities is sufficient in quantity and quality to meet the needs of residents. Furthermore, conflict would not arise with Policy 8.2 of the London Plan (consolidated with alterations since 2011) 2015 which sets out the approach to planning obligations.

### *Other matters*

26. A number of representations, mainly objections have been received in relation to the proposed development. Concerns are raised regarding the height and design of the proposal, however, the Council have not raised any objections to the design of the proposal and nothing which I have seen in submissions or on my site visit would lead me to a different conclusion. The principle of flats in this area is already established and the blocks of flats have been designed so as to minimise the impact. Furthermore the proposal would cover less than half the site area.
27. Concerns are also raised regarding the potential effect on the living conditions of occupiers of surrounding properties with particular reference to privacy. However, the nearest residential properties are situated across St. John's Road at a sufficient distance of 23m. Furthermore, these properties are situated on higher ground than the appeal site.
28. Concerns are also raised regarding the effect of the development during the construction phase. I have attached a number of conditions relating to noise, air pollution, contaminated land and a condition restricting the hours of construction which will minimise any adverse effects during the construction phase. I have also attached a condition to address the issue of drainage.
29. Concerns are raised regarding the potential effect of the proposal on Great Crested Newts. I have attached a condition requiring that the recommendations contained within the method statement are followed including survey work and any necessary mitigation measures in the event that Great Crested Newts are found during the surveys.
30. The effect of the proposal on the capacity of the local doctor's surgery has also been raised; however, there is no evidence before me on this matter which limits the weight which I can attach to it in my Decision.
31. A number of representations have been raised in relation to a covenant on the site; a decline in property values and the loss of a view. However, these are issues which are not within the remit of my Decision.
32. The loss of the public house is also raised as a concern, however, the pub is currently vacant and in a poor condition and is thus not contributing to the local community. The proposal would also make good use of a previously developed site.

### **Conditions**

33. In addition to the standard time limit condition (1) I have imposed a condition specifying the relevant drawings as this provides certainty (2). Conditions relating to materials (3), hard and soft landscaping (4), finished levels (5) and boundary treatment (17) are required in the interests of character and appearance.
34. Conditions relating to a Construction Method Statement (6) and hours of operation (24) are necessary to protect the living conditions of occupiers of surrounding residential properties during the demolition and construction phase. The site is situated within a 50m buffer zone of a current commercial and industrial land use and hence conditions relating to contamination (7, 8), noise (10, 11) and air quality (9) are required in order to protect the living conditions of future occupiers of the development and workers involved in the construction.

35. A condition (12) relating to sustainable drainage is necessary in the interests of proper site drainage. A further condition (14) relating to refuse and recycling is necessary in the interests of satisfactory management of waste arising from the development.
36. Conditions relating to the laying out of car parking (13) and cycle storage provision (15) are necessary to ensure that car parking is made permanently available and to ensure provision for non-motor car residents. A condition (16) requiring the submission of details of the external and internal lighting is required in order to protect the character and appearance of the area and the living conditions of existing and future occupiers. A further condition (19) relating to the finishing material to be used in the construction of the access drive, car park and vehicle turning areas is necessary in the interests of highway safety and the character and appearance of the area.
37. A method statement was submitted with the application relating to Great Crested Newts due to the presence of a nearby pond. I have, therefore, attached a condition (18) requiring that the recommendations contained therein are followed including survey work and any necessary mitigation measures in the event that Great Crested Newts are found during the surveys.
38. A condition (22) ensuring the use of obscure glazing in the windows serving bathrooms/shower rooms/WC's together with a condition restricting windows (other than those shown on the approved plans) in the flank walls of the buildings are necessary in order to protect the privacy of future occupiers. In order to protect the privacy of neighbouring properties I have attached a condition (23) withdrawing permitted development rights for the insertion of a window or other opening in the flank wall(s) of the building(s).
39. The Council have requested a detailed condition relating to vehicle cleansing and wheel washing facilities. I have not included the condition as I consider that such details can be agreed and implemented through the condition requiring the submission of the Construction Method Statement which requires details of wheel washing facilities to be submitted (v).
40. Policy DC49 requires that major residential development will be expected to achieve Level 4 Code for Sustainable Homes from 2010. This approach is supported by the Supplementary Planning Document on Sustainable Construction. I have, therefore, attached a condition (21) requiring compliance with Level 4 Code for Sustainable Homes in the interests of energy efficiency and sustainability. For the same reasons I have attached a condition (20) relating to renewable energy.
41. A condition (25) relating to 'Secure by Design' is necessary in order to ensure that the layout of the proposed development is safe. Whilst the Building Regulations now cover the physical security of new dwellings, designing for the security of site layout remains a valid consideration.
42. The Council have suggested a condition (26) requiring a Construction Logistics Plan in accordance with Policy 6.3 of the London Plan which is required in order to reduce the negative transport effects of the demolition and construction works on local communities.

### **Overall Planning Balance**

43. Paragraph 49 of the Framework states that '*Housing applications should be considered in the context of the presumption in favour of sustainable development.*'

*Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites'. Whilst no specific evidence is before me relating to housing land supply the Council acknowledge that they do not have a five year supply of housing.*

44. As the Council does not have a five year supply of housing sites, policies for the supply of housing are out of date. Paragraph 14 which sets out the presumption in favour of sustainable development is invoked. I consider that there are no specific policies in the Framework which indicate development should be restricted.
45. Furthermore, I have found that no harm would arise to highway safety and that the UU can be taken into account in my Decision. I have also concluded that the proposal complies with development plan policy and other policies in the Framework. Consequently, there are no adverse impacts which would significantly and demonstrably outweigh the benefits.
46. Paragraph 8 of the Framework makes it clear that to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The proposal would bring social benefits in terms of making a modest contribution to new housing provision in the Borough. The proposal would also bring modest economic benefits in the short-term during the construction phase and in the longer term through supporting local facilities. Furthermore, in terms of the environmental dimension the proposal would bring a previously developed site back into use and would utilise renewable energy. The site is in a sustainable location within an existing residential area and has access to public transport in close proximity to the site. The proposal, therefore, represents sustainable development and planning permission should be granted in accordance with the presumption in favour of sustainable development.

### **Conclusion**

47. For the reasons stated above and taking all other matters into account the appeal should be allowed subject to the conditions set out in the attached schedule.

*Caroline Mulloy*

INSPECTOR

## **Schedule**

### **Conditions**

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the approved plans listed in schedule:  
  
15130\_PL01  
15130\_PL02  
15130\_PL03 Rev. B  
15130\_PL04  
15130\_PL05 Rev. A  
15130\_PL06  
15130\_PL08 Rev. A  
15130\_PL09 Rev. A  
15130\_PL10  
15130\_PL11
- 3) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
- 4) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include indications of all existing trees and shrubs on site and details of any to be retained, together with measures for their protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority.
- 5) No development shall take place until full details of the finished levels, above ordnance datum, of the ground floor levels and finished floor levels are submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.
- 6) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
  - i) the parking of vehicles of site operatives and visitors
  - ii) loading and unloading of plant and materials
  - iii) storage of plant and materials used in constructing the development
  - iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

- v) vehicle cleansing and wheel washing facilities
- vi) measures to control the emission of dust and dirt during construction
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii) delivery, demolition and construction working hours.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

- 7) No development shall take place until the developer has submitted for the written approval of the local planning authority:
- a) A Phase 1 (Desktop Study) Report documenting the history of the site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.
  - b) A Phase II (Site Investigation) Report if the Phase 1 report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the site's ground condition. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.
  - c) A Phase III (Remediation Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to all receptors must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and procedure for dealing with previously unidentified any contamination. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
  - d) Following completion of measures identified in the approved remediation scheme in 1 (c) above a 'Verification Report' that demonstrates the effectiveness of the remediation carried out, and requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, must be produced and is subject to the approval in writing of the local planning authority.
- 8)
- a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the local planning authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.
  - b) Following completion of the remediation works as mentioned in (a) above, a 'Verification Report' must be submitted demonstrating that the

works have been carried out satisfactorily and remediation targets have been achieved.

- 9) No development shall take place until the developer has submitted for the written approval of the Local Planning Authority:
  - a) A full air quality assessment for the proposed development to assess the existing air quality in the study area (existing baseline).
  - b) The air quality assessment shall include a prediction of future air quality without the development in place (future baseline).
  - c) The air quality assessment shall predict air quality with the development in place (with development).
  - d) The air quality assessment should also consider the following information:
    - i) A description containing information relevant to the air quality assessment.
      - The policy context for the assessment-national, regional and local policies should be taken into account.
      - Description of the relevant air quality standards and objective.
      - The basis for determining the significance of impacts.
      - Details of assessment methods.
      - Model verification
      - Identification of sensitive locations.
      - Description of baseline conditions.
      - Assessment of impacts.
      - Description of the construction and demolition phase, impacts/mitigation.
      - Mitigation measures.
      - Assessment of energy centres, stack heights and emissions.
      - Summary of the assessment of results.
- 10) Before development takes place, details shall be submitted to and approved in writing by the Council of an enhance sound insulation value  $D_{nT,w}$  and  $L'_{nT,w}$  of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings, namely e.g. living room and kitchen above bedroom of separate dwelling. The approved details shall be implemented prior to the occupation of the development and thereafter be permanently retained.
- 11) The noise levels in rooms at the development hereby approved shall meet the current noise standard specified in BS8233:2014 for internal rooms and amenity areas.
- 12) No development shall take place until a detailed design of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. The approved development shall be implemented in accordance with the approved detailed design prior to the use of the building commencing.
- 13) No flat shall be occupied until space has been laid out within the site to the satisfaction of the local planning authority and in accordance with drawing No

- 15130\_PL03 revision B for 36 cars to be parked and that space shall thereafter be kept available at all times for the parking of vehicles.
- 14) Prior to the first occupation of the development hereby permitted provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been submitted to and agreed in writing by the Local Planning Authority.
  - 15) Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.
  - 16) No development shall take place until a scheme for the lighting of external areas, including the parking areas of the development and the pedestrian access to the flats has been submitted to and approved in writing by the local planning authority. The scheme of lighting shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The approved scheme shall then be implemented in strict accordance with the agreed details prior to the first occupation of the development and retained thereafter.
  - 17) No development shall take place until details of proposed boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The approved boundary treatment shall be installed prior to occupation of that phase of the development and retained thereafter in accordance with the approved plans.
  - 18) Before development starts surveys shall be carried out at the appropriate time of year (March – June including at least 2 surveys between mid-April and mid-May) for the presence of great crested newts on the site in accordance with the guidance from Natural England on Great crested newts: surveys and mitigation for development projects (published 28 March 2015 and updated 24 December 2015). The results of the surveys and any necessary mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The approved mitigation measures shall be implemented as part of the development. If Great Crested Newts are discovered during these surveys, a Natural England licence application may be required.
  - 19) Before the building(s) hereby permitted is first occupied details of the finishing material to be used in the construction of the access drive, car park and vehicle turning areas, are submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials
  - 20) The renewable energy measures as set out in Energy statement EST-40157 issue 1 by Bespoke Builder Services Ltd on behalf of Hollybrook Ltd shall be installed in strict accordance with the agreed details and shall be operational to the satisfaction of the Local Planning Authority prior to the occupation of any part of the development.
  - 21) The development hereby permitted shall not be occupied until the developer has provided a copy of the Interim Code Certificate confirming that the development design of the relevant phase achieves a minimum Code for Sustainable Homes Level 4 rating. The development shall be carried out in full accordance with the agreed Sustainability Statement. Within 6 months of the final occupation of any residential unit within the relevant phase the Final Code

Certificate of Compliance shall be provided to the Local Planning Authority in order to ensure that the required minimum rating has been achieved.

- 22) All proposed external windows serving bathrooms / WC's or shower rooms shall be permanently glazed with obscure glass to the satisfaction of the Local Planning Authority.
- 23) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no window or other opening (other than those shown on the submitted and approved plan,) shall be formed in the flank wall(s) of the building(s) hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.
- 24) Demolition or construction works shall not take place outside 0800 hours to 1800 hours Mondays to Fridays and 0800 hours to 1300 hours on Saturdays nor at any time on Sundays or Bank Holidays or public holidays.
- 25) Before development takes place details shall be submitted to the local planning authority setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the local planning authority the development shall be carried out in accordance with the agreed details.
- 26) No development, including demolition, site clearance and construction shall take place until a construction logistics plan has been submitted to and approved in writing by the local planning authority. The development shall thereafter be undertaken in accordance with the approved scheme.