

SECTION '2' – Applications meriting special consideration

Application No : 16/03225/FULL1

Ward:
Mottingham And Chislehurst
North

Address : Palmer Bros Albert Road Mottingham
London SE9 4SW

OS Grid Ref: E: 542355 N: 172444

Applicant : Bencewell Properties Ltd

Objections : YES

Description of Development:

Demolition of existing buildings, change of use from MOT test and repair centre (Class B2) to residential (Class C3) and erection of a three storey block comprising 1 three bedroom and 8 two bedroom flats with associated parking and landscaping.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 51

Proposal

Permission is sought for the change of use of the site from an MOT test and repair centre (Class B2) to residential (Class C3), the demolition of all buildings at the site and the erection of a three storey block comprising 8 two bedroom and 1 three bedroom flats. The proposal includes associated car parking and communal landscaping area. Access to the site will be via the existing access from Albert Road.

The footprint of the building will measure 14.8m in width and 15.m in depth. The proposed building will have a flat roof with a height of 8.6m, replacing the existing buildings that have a maximum height of 4.6m.

The application is accompanied by an Arboricultural Report and supporting statements including a Planning Statement, and a statement of marketing of the site for continued business use.

Location

The site is located on the south side of Albert Road and to the north of Shottery Close. The site currently comprises of 4 single storey commercial buildings with associated hardstanding and is in use as a car repair and MOT centre (Class B2).

The surrounding area contains a mixture of semi-detached and terraced residential properties set within modest plots. The surrounding area is typically characterised

by a mix of two storey buildings with pitched roofs and three storey town-house style development. There are no site designations or specific constraints.

Comments from local residents

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- Overdevelopment of the site
- Excessive height and bulk
- Lack of sufficient parking for site workers
- Detrimental impact on the character of the area
- Development of flats would set a precedent for other flatted development in the area that would be out of character
- Loss of light and harmful/oppressive visual impact.
- Impact on privacy of neighbouring properties

Consultations

Highways - no objections are raised subject to standard and non-standard conditions, particularly to submission of a detailed Construction Management Plan.

Drainage - no objections raised subject to standard conditions.

Thames Water - no objections raised subject to an informative.

Environmental Health (Pollution) - no objections subject to a standard condition and informatives.

Thames Water - no objections raised subject to an informative.

Natural England - no comments made.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan

BE1 Design of New Development
H1 Housing Supply
H7 Housing Density & Design
H9 Side Space
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
T7 Cyclists
T18 Road Safety
EMP5 Development Outside Business Areas
NE7 Development and Trees

SPG1: General Design Principles
SPG2: Residential Design Guidance

London Plan Policies:

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Design and Quality of Housing Developments
3.8 Housing Choice
4.4 Managing Industrial Land and Premises
5.1 Climate Change
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable Design and Construction
5.13 Sustainable Drainage
6.9 Cycling
6.13 Parking
7.3 Designing Out Crime
7.4 Local Character
7.5 Public Realm
7.6 Architecture

The National Planning Policy Framework (NPPF)

The Mayor's Housing Supplementary Planning Guidance (March 2016)

DCLG Technical Housing Standards (March 2015)

Planning History

There is no recent and relevant planning history at the site.

Conclusions

The main issues relating to the application are as follows:

- The principle of residential development at the site and the loss of the business use.
- The impact upon the character of the wider area.
- The impact upon the amenities of neighbouring residents.
- The impact on highway safety.
- The standard of accommodation provided for future occupants.
- The impact on trees.

Principle of Development

The NPPF and London Plan support the more efficient use of land to provide residential development, when sited in suitable locations. Policies H1 and H7 of the UDP are also supportive of an increase in residential land use subject to assessment in terms of impact on local character.

The existing use at the site is a car repair and MOT testing centre, which is considered to be a Class B2 (general industry) use. Policy EMP5 of the UDP seeks to protect business sites outside of Designated Business Areas and will only permit changes of use away from suitable business uses provided that:

'The size, configuration, access arrangements or other characteristics make it unsuitable for uses Classes B1, B2 or B8 use; and

Full and proper marketing of the site confirms the unsuitability and financial non-viability of the site or premises for those uses.'

The NPPF outlines under the following paragraphs the need to avoid protection of such sites where there is no longer viability for such uses:

- '22. Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

51. Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers. They should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.'

The application is accompanied by a statement from the current occupiers of the site that outlines that the business has operated at a loss for the past three years. Also included is a statement from Linays Commercial that concludes that the site's location within a residential area, along with the arrangement of the existing dated buildings, makes it unsuitable for continued Class B uses.

Failed marketing has been demonstrated over a period of time where there were no successful enquiries into the site, mainly due to the non-commercial location and poor quality of the buildings at the site due to their age, arrangement and unsuitability for modern working practices. It can be argued that the location in a residential area make continued business use a challenge. In respect to Policy EMP5, the site is considered to have a poor arrangement and configuration for business use, alongside the failed marketing exercise, therefore the loss of the use is considered policy compliant. When assessed alongside the NPPF guidance and the applicant's statement concerning the business, which runs at a loss and on reduced staff numbers, the loss of a business use at this location is considered acceptable in this case.

Design

Policy BE1 of the UDP requires new buildings to complement the scale, form, layout and materials of adjacent buildings and areas, and seeks to protect the amenities of neighbouring properties.

Whilst the principle of residential redevelopment is considered suitable at the site, the replacement with a building of the three storey scale proposed in design terms must also be carefully considered. Following feedback from pre-application, the design has been amended to provide a three storey design with a flat roof (maximum height of 8.8m). This reduces the originally proposed bulk and is considered more reflective of the local character, which comprises three storey townhouses and two storey dwellings with pitched roofs. This design, coupled with the separations provided to neighbouring buildings, is considered to respect the character of the area and would read sympathetically in the street scene.

Residential Density

Table 3.2 of the London Plan outlines suitable residential density figures throughout London, subject to setting and public transport accessibility. Within an urban location such as this, with a PTAL rating of 2, a residential density of 55-145 units per hectare would be expected, where the average number of habitable rooms per unit is 3.1-3.7.

The site has an approximate area of 0.11 hectares. The provision of 9 units would therefore result in a site density of 81.8 units per hectare. This density is therefore considered to be suitable for the site, given the PTAL rating.

Standard of Accommodation

Policy 3.5 of the London Plan states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit.

The Technical Housing Standards published by the Department for Communities and Local Government requires a Gross Internal Area of 70m² for a two bedroom four person flat and 86m² for a three bedroom five person flat. Compliance with these unit standards has been achieved in the design. Minimum room sizes are also compliant with the recommendations of the London Plan Housing SPG guidance.

The development provides no private outdoor amenity space, and therefore does not comply with the London Plan Housing SPG, however the building will be comfortably sited within the plot to achieve a communal outdoor amenity space of in excess of 200m². The site is also within 200m of a recreation ground and therefore it is considered that the amount of amenity provided by the site and its surroundings make it suitable for a development of this type.

Residential Amenity and Impact on Adjoining Occupiers

Policy BE1 of the UDP requires development to respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

The proposed development is considered acceptable in terms of its impact upon the amenities of neighbouring occupants. The nearest neighbouring properties on Albert Road and Model Farm Close have been respected by providing a generous separation of 11m and 12m respectively to the boundaries of the site so that any significant visual impact or loss of light would be avoided. The provision of balconies facing west or east would have resulted in overlooking of the neighbouring properties and therefore these have not been included. There are no windows serving habitable rooms proposed on the eastern elevation, and smaller bathroom windows can be obscurely glazed by condition to protect the amenities of facing properties on Albert Road. Proposed windows to the western elevation are not considered to overlook properties on Model Farm Close, which are also sited with a further separation from the proposed block.

In respect to noise and disturbance, it is considered that the proposal is likely to result in a similar level of vehicular movement and site activity as the existing use, therefore it is not considered that the proposal would generate a harmful level of noise and general disturbance at the site over and above the existing use.

Highways and Parking

The Council's Highways Officer has advised that the site is located in an area with a low PTAL rating of 2 (on a scale of 1 - 6, where 6 is the most accessible). The Highways Officer has stated that the car parking provision is acceptable, as is the cycle storage provision. Refuse collection from Albert Road is also acceptable. Albert Road is a narrow residential road and therefore a detailed Construction Management Plan is required by condition.

Trees and ecology

The Council's Tree Officer has stated that there are no tree constraints at the site, with mature trees found only along the periphery. The development of the site provides an opportunity to retain suitable trees on the boundaries and include a provision for new tree planting. The accompanying Arboricultural Report confirms the retention of boundary trees and new landscaping. Retention of trees and their protection during construction can be controlled by condition.

The submitted ecological report confirms no suitable habitat for bats and only scattered tree habitat for birds. Natural England has made no comment on the application and it is considered that, due to the nature of the site and its use, the proposal would not impact harmfully in terms of ecological impact.

Summary

On balance, it is considered that the proposed development would not impact harmfully on the character of the area and would not result in the unacceptable loss of a business site. No harmful impact would result on the amenities of neighbouring properties or on conditions of highway safety. The standard of accommodation provided for future occupants is also considered to be suitable. It is therefore recommended that Members grant planning permission.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

Reason: Section 91, Town and Country Planning Act 1990.

- 2 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

- 3 The boundary enclosures indicated on the approved drawings shall be completed before any part of the development hereby permitted is first occupied and shall be permanently retained thereafter.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

- 4 No trees on the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.**

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity.

- 5 No demolition, site clearance or building works (including trenches, pipelines for services or drains) shall be undertaken until Chestnut Pale fencing not less than 1.2 metres in height has been erected around every**

tree or tree group on the site shown to be retained on the submitted drawings at the furthest extent of the spread of the canopy of any tree or tree group except where development is hereby permitted within this area. The fence shall be placed so as to exclude the site of the said development but otherwise as far as possible from the trees. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of the building work hereby permitted

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained are adequately protected.

- 6** No bonfires shall take place within 6 metres of the furthest extent of the spread of the canopy of any tree or tree group shown to be retained on the submitted drawings.

Reason In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

- 7** No trenches, pipelines for services or drains shall be sited under the spread of the canopy of any tree or tree group shown to be retained on the submitted plans without the prior agreement in writing by the Local Planning Authority.

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

- 8** Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area

- 9** Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed in accordance with the approved details.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 10** Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby

permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 11 No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 12 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 13 Before commencement of the development hereby permitted details of (a) turning area(s) within the site shall be submitted to and approved in writing by the Local Planning Authority. The turning area(s) shall be

provided before any part of the development is first occupied and shall be permanently retained thereafter.

Reason: In order to comply with Policies T3 and T18 of the Unitary Development Plan and to enable vehicles to enter and leave the site in a forward direction, in the interest of pedestrian and vehicular safety.

- 14 No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries shall exceed 1m in height, and these means of enclosure shall be permanently retained as such.

Reason: In order to comply with Policy T18 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

- 15 Before the access hereby permitted is first used by vehicles, it shall be provided with 3.3x2.4x3.3m visibility splays and there shall be no obstruction to visibility in excess of 1m in height within these splays except for trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.

Reason: In order to comply with Policy T18 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

- 16 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

Reason: In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the Unitary Development Plan.

- 17 The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

- 18 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

Reason: In order to comply with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 19 Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local

Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.

Reason: In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

- 20 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.**

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 21 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.**

Reason: To ensure a satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 22 Before the development hereby permitted is first occupied, the proposed window(s) in the first and second floor eastern elevation shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 23 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the flank elevation(s) of the development hereby permitted, without the prior approval in writing of the Local Planning Authority.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 24 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 25 Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 26 No part of the development hereby permitted shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to and approved in writing by the Local Planning Authority.

a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval in writing. The desk study shall detail the history of the sites uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.

b) The site investigation, including relevant soil, soil gas, surface water and groundwater sampling shall be approved in writing by the Local Planning Authority.

c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall commence on site prior to approval of these matters in writing by the Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.

d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.

e) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.

f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

Reason: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

- 27 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained thereafter.

Reason: To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

- 28 No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

Reason: In order to comply with Policy T18 of the Unitary Development Plan and in the interest of highway safety.

You are further informed that :

1. This is a summary of the main reasons for this decision as required by law. The application has been determined in accordance with the development plan insofar as it is relevant and taking into account all other material planning considerations, including all the representations received. For further details, please see the application report (if the case was reported to Committee), the Unitary Development Plan and associated documents or write to Chief Planner quoting the above application number.
2. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.
3. Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development.
4. Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
5. If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

- 6. You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.**
- 7. Any positioning, alteration and/or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.**