**Barking and Dagenham Council**  
**Development Control Board**

**Date:** 13 September 2016

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<tr>
<th><strong>Application No.</strong></th>
<th>16/01062/FUL</th>
<th><strong>Ward:</strong> Becontree</th>
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**Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution**

The application involves the creation of four new flats without off-street car parking and is recommended for approval.

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<th><strong>Address:</strong></th>
<th>732-734 Green Lane, Dagenham</th>
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**Development:**

Redevelopment of site to provide 3-storey building and basement comprising retail shops (Class A1) on ground floor with ancillary basement storage and 4 two-bedroom flats above.

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<th><strong>Applicant:</strong></th>
<th>Freetown Ltd</th>
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| **Contact Officer:** | Adele Lawrence | **Title:** Planning Development Officer | **Contact Details:** Tel: 020 8227 3552  
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|---------------------|----------------|-----------------|-------------------------------|

**Summary:**

The application proposes the demolition of two existing single storey commercial units, including a hot food takeaway, which are located in the primary shopping frontage of the Green Lane District Centre, and the redevelopment of the site to provide a 3-storey building plus basement comprising two A1 (retail) shop units on the ground floor, ancillary storage use of the basement and four 2-bedroom/3-person flats above.

The development would result in four good quality flats, each with balcony space which exceeds London Plan requirements, and an improved retail offer for the site.

The development does not include any off-street car parking provision, however, officers consider that the development would not materially increase parking pressures on nearby residential streets and therefore is acceptable with no car parking provision.

The principle and design of the development is considered to be acceptable and generally in keeping with the relevant policies.

**Recommendation:**

That the Development Control Board grants planning permission subject to the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision).

**Conditions**

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

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

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

2895-01B, 2895-02 and 2895-03.

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

3. No development shall commence until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;
(ii) an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; and
(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency’s ‘Model Procedures for the Management of Land Contamination, CLR 11’.

4. No development shall commence until a detailed remediation scheme, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. 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.

5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.
6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 3, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 4, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason for Conditions 3 to 6: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy BR5 of the Borough Wide Development Policies Development Plan Document and policy 5.21 of the London Plan.

7. No development shall commence, including any works of demolition, until a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) have been submitted to and approved in writing by the Local Planning Authority. These Plans shall incorporate details of:

a) construction traffic management;
b) the parking of vehicles of site operatives and visitors;
c) loading and unloading of plant and materials;
d) storage of plant and materials used in constructing the development;
e) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
f) wheel washing facilities;
g) measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document “The Control of Dust and Emissions during Construction and Demolition”, Mayor of London, July 2014; including but not confined to, non road mobile machinery (NRMM) requirements;
h) noise and vibration control;
i) a scheme for recycling/disposing of waste resulting from demolition and construction works;
j) the use of efficient construction materials;
k) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and
l) a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer’s representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

Once approved the Plans shall be adhered to throughout the construction period.
Reason: The CEMP and SWMP are required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

8. Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08.00 and 18.00 Monday to Friday and 08.00 and 13.00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08.00 and 18.00 Monday to Friday.

Reason: To ensure that the proposed demolition and construction work does not cause nuisance and disturbance to neighbouring occupiers and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

9. No development above ground level shall commence until details/samples of all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

Reason: To protect or enhance the character and amenity of the area in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

10. No development above ground level shall commence until details of the balustrade and privacy screens for the balconies have been submitted to and approved in writing by the Local Planning Authority. The balustrade and privacy screens shall be designed in a manner to prevent overlooking between the proposed flats and between the proposed flats and the adjacent Church development. The approved details shall be implemented prior to occupation of the development and thereafter permanently maintained, to the satisfaction of the Local Planning Authority.

Reason: In the interests of design quality and to protect amenities in accordance with policy CP3 of the Core Strategy and policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

11. No development above ground level shall commence until details of the ground floor cycle parking store as shown on Drawing No. 2895-01B have been submitted to and approved in writing by the Local Planning Authority. The submission shall also include details of the security, monitoring and access arrangements for the cycle parking store. The development shall not be occupied until the approved details have been implemented. Thereafter, the cycle parking store shall be permanently retained.

Reason: In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and in accordance with policy BR11 of the Borough Wide Development Policies DPD and policy 6.9 of the London Plan.
12. Before occupation all of the dwellings shall comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that accessible housing is provided in accordance with policy 3.8 of the Minor Alterations to the London Plan.

13. The ground floor commercial space hereby approved shall be used for any purpose falling within Class A1 of the Use Classes Order and for no other purpose. The basement commercial space shall only be used for storage ancillary to the ground floor commercial space.

Reason: To protect the locality by avoiding the introduction of a use detrimental to its amenities and for which there is no local need.

14. The residential units hereby approved shall not be occupied until details of a communal television and satellite system have been submitted to and approved in writing by the Local Planning Authority. The approved system shall be provided prior to occupation of any residential unit and shall be made available to each residential unit. No antennae or satellite dishes may be installed on the exterior of the building, with the exception of a single antennae or satellite dish to support the communal television and satellite system. The proposed antennae or satellite dish shall be designed to minimise their visual impact and shall not be mounted on any publicly visible façade.

Reason: To safeguard the external appearance of the building in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

15. The delivery/collection of goods associated with the commercial uses hereby permitted shall only take place between the hours of 07.00 and 21.00 on any day.

Reason: To prevent any undue disturbance to residential occupiers at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

16. The combined rating level of the noise from any plant installed pursuant to this permission shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: To ensure that residential occupiers are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document.

17. Habitable rooms having openings facing onto Green Lane or Dunkeld Road are to be provided with acoustic ventilators which are commensurate with the
1.0 Introduction and Description of Development

Existing Site

1.1 The application site is located in the Green Lane District Centre at the corner of Green Lane and Dunkeld Road, Dagenham and comprises two existing single storey commercial units which are designated as primary shopping frontage. The remainder of the block that the application site adjoins is also single storey with the exception of a 2/4-storey building, The Church of Pentecost UK, which is located on the opposite end of the block at the corner of Green Lane and Waldegrave Road and wraps around to the rear of the block. The Church car park is located immediately to the rear of the application site. The Church is locally listed and has recently been extended on the Dunkeld Road elevation.

1.2 The street scene in Green Lane otherwise generally comprises ground floor retail/commercial uses with two levels of residential accommodation above. It is noted that the typical building forms are 2-storey brick terraces with dormers and rooms in the roof or 3-storey brick terraces. Dunkeld Road, which is immediately adjacent to the site, typically comprises 2-storey brick terrace houses.

Proposal

1.3 The application comprises the demolition of two existing single storey commercial units and the redevelopment of the site to provide a 3-storey building plus basement comprising two A1 (retail) shop units on the ground floor, ancillary storage use of the basement and four 2-bedroom/3-person flats above.

2.0 Background

97/00098/TP - Change of use from Class A1 to Class A3. Permission granted on 23 May 1997. This relates to 732 Green Lane only.

3.0 Consultations

3.1 Neighbours / Publicity

35 neighbouring occupiers were consulted on 22 July 2016 and the 21 day consultation period expired on 12 August 2016. There has been no response to the consultation process.
3.2 Consultees

a) Environmental Health Team

Local air quality - The relevant air quality objective will be comfortably satisfied for the first and second floor flats and so there is no need to provide any form of mitigation.

Noise from the proposed commercial uses - A1 use activities are unlikely to adversely affect the amenities of residential occupiers, although there is the potential for fixed plant such as air conditioning equipment to cause disturbance. Accordingly, I recommend the imposition of a safeguarding noise limit condition.

A condition is also recommended to limit the times when deliveries and collections associated with the shops can take place so as to avoid noise disturbance to residential occupiers.

Road traffic noise – There is no objection on noise grounds to the principle of residential development in this location. However, to secure a suitable noise climate within the new flats a scheme of noise mitigation to habitable rooms having openings on the northern and western elevations will be necessary. This should take the form of acoustic ventilators. A suitable condition is recommended.

Land quality - I have no information to suggest that the site has been subject to a previous potentially contaminative use and note that the sensitive residential use will be above ground floor level. However, it is proposed to create a basement to be used for commercial purposes. This would be a below ground level confined space and so there is the potential for the buildup of hazardous ground gases should they be present in the soil. This implies the need to take a precautionary approach. To safeguard the situation I recommend that any permission that might be granted is subject to the standard land contamination conditions.

Demolition/construction phase impacts - There is some potential for significant adverse impact from demolition/construction phase noise, dust and other emissions to air and so I recommend that any approval that might be granted be subject to conditions limiting the hours of demolition/construction work and requiring the mitigation of dust and emissions in accordance with guidance provided in the document “The Control of Dust and Emissions During Construction and Demolition”, Mayor of London, July 2014.

Officer Note: All of the conditions recommended above will be imposed on any planning permission.

b) Transport Development Management Team

There is no off-street parking provision for the proposed flats in this development. There is a high demand for on-street parking in the vicinity and the surrounding streets with pay and display parking on Green Lane.
The low PTAL rating of 2 in this location does not make it viable for the residential part of the development (4 flats) to be designated as car-free.

The proposed new building line abuts the back of the footway in Dunkeld Road and conflicts with existing street furniture (street lighting columns, road nameplates and traffic signs). Some of these items of street furniture may require relocation and are subject to approval from the Council’s Street Lighting Team.

We find the proposal for doors to open outwards onto the footway unacceptable. We require details of how drainage (water run-off) will be carried out as it should not be on the footway. There should also be no steps constructed on the footway to access the building.

**Officer Note:** The outward opening doors have now been omitted and the applicant has confirmed that there would be no steps on the footway. Furthermore, no water run-off from the development would discharge over the footway. Matters concerning car parking are discussed in the Transport/Parking section of this report below.

c) **Access Officer** - Detailed comments made which relate to minimum part M (Building Regulations) requirements and the applicant’s duties under the Equality Act 2010.

**Officer Note:** The applicant has confirmed that these requirements will be met and the Access Officer has raised no concerns.

d) **Refuse Services** – No comment.

e) **London Fire Brigade** - The Brigade will be satisfied with the proposals subject to a pump appliance being able to approach to within 45 metres of all points in all flats.

**Officer Note:** The applicant has confirmed that this requirement with respect to pump access can be met.

### 4.0 Local Financial Considerations

#### 4.1
The application is subject to the Community Infrastructure Levy based on 308.7 square metres of residential floorspace (GIA) and 324.5 square metres of commercial space (GIA). A discount for demolition of the existing buildings (115 square metres) would be applicable.

#### 4.2
The developer would be liable for a Mayoral CIL contribution of £12,780.72 based on a rate of £20 per square metre of chargeable floorspace, with indexation applied.

#### 4.3
A Borough CIL contribution of £5,588.43 would also be payable based on a rate of £10 per square metre of residential floorspace and assuming a rate of £10 per square metre of A1 commercial space, both with indexation applied. If a supermarket of any size selling mainly food was to come
forward, however, the commercial space would be charged at a rate of £175 per square metre.

5.0 Analysis

5.1 Principle of the Development

5.1.1 Policy BE1 of the Borough Wide Development Policies DPD states that in District Centres a maximum of 30% of the measured primary shopping frontages and 60% of the measured secondary shopping frontages will be permitted for A2-A5 uses.

5.1.2 One of the existing commercial units to be demolished is currently in use as a hairdresser and mobile and money transfer shop and the other is in use as a hot food takeaway (Class A5). The percentage of non-A1 uses in the primary shopping frontage of the District Centre already exceeds the maximum of 30% as set out in Policy BE1 of the Borough Wide Development Policies DPD. In order to rebalance the provision of A1 uses in the primary shopping frontages, the new shop units will be expected to be for A1 retail use only and this would be secured by condition. The applicant has confirmed that the basement would be used for ancillary storage associated with the ground floor shop units.

5.1.3 The re-provision of an A5 (hot food takeaway) use on this site following redevelopment would not be considered acceptable as it would not meet the Council’s current policies with respect to hot food takeaways set out in the Supplementary Planning Document (SPD) ‘Saturation Point – Addressing the Health Impacts of Hot Food Takeaways’. The SPD states that “Planning permission for new hot food takeaways (Use Class A5) will not be granted in the hot food takeaway exclusion zone. This is where proposals fall within 400 metres of the boundary of a primary or secondary school”. The proposal site is confirmed to fall within a hot food takeaway exclusion zone. Furthermore, A5 uses are not considered to be very compatible with upper floor residential uses due to the potential for noise and disturbance outside the premises late in the evening, unneighbourly cooking smells and the need to accommodate extract ventilation.

5.1.4 The principle of residential development above A1 retail shops is considered to be acceptable on this site given this part of Green Lane is generally characterised by ground floor retail/commercial space with residential above.

5.2 Design

5.2.1 The application proposes a 3-storey brick-built building with a flat roof and a modern appearance. The proposed building footprint is wider than the existing commercial units, extending across the existing side forecourt of the property at the corner of Green Lane and Dunkeld Road. It is noted that there are two existing street signs and a lamppost immediately adjacent to the proposed side elevation of the building and the applicant will be required to liaise with the Council’s Street Lighting Team around the re-location of
these where necessary. The applicant would also be required to meet the costs of any re-location works.

5.2.2 The surrounding street scene features 2/3-storey traditional buildings with pitched roofs, although it is noted there are some examples of flat roofs in the vicinity of the application site. It is considered that a flat roof in this case helps to reduce the bulk and massing of the proposed building and sits more sympathetically alongside the locally listed Church.

5.2.3 The proposed height and massing of the building would generally be consistent with other mixed-use buildings in the street scene, with the exception of the existing single storey commercial units immediately to the east which are to remain.

5.2.4 Officers would expect the proposed brick to be consistent with the reddish brick used in surrounding Green Lane building elevations and a condition would require the submission and approval of material details and samples. The applicant is also encouraged to consider introducing brick detailing eg dentils, raised brick courses in order to provide further interest to the façade.

5.2.5 Overall it is considered that the design and siting of the building is acceptable and would not impact on the amenities of neighbouring occupiers, or detract from the character of the area. It is also considered that the proposed building would not adversely affect the setting of the neighbouring locally listed Church. Accordingly, the proposed development is considered to be in keeping with Policies CP2 and CP3 of the Core Strategy and Policies BP2, BP8 and BP11 of the Borough wide Development Policies DPD.

5.2.6 The proposed flats are designed to meet the nationally described space standards and the minimum space standards set out in the Minor Alterations to the London Plan. In accordance with Policy 3.8 of the Minor Alterations to the London Plan, all of the proposed flats are required to meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’.

5.2.7 A secure residential refuse store is proposed with access from Dunkeld Road, while commercial refuse would be stored within each shop unit until collection day. The proposed refuse arrangements are considered to be acceptable.

5.3 **External Amenity Space**

5.3.1 Given the constraints of the site, it is not possible for the proposed development to meet the external amenity space quantity requirements sought under Policy BP5 of the Borough Wide Development Policies DPD, being a minimum of 40 square metres per flat. Policy BP5 acknowledges, however, that it will not always be possible in town centre locations such as this to meet the quantity requirements. In such circumstances the application should demonstrate that suitable alternatives such as useable
roof terraces, roof gardens and balconies have been considered and incorporated wherever possible.

5.3.2 All of the proposed flats would benefit from a private balcony which exceeds the 6 square metre space requirement for a 2-bedroom/3-person flat as set out in the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) and officers are satisfied that this is acceptable provision for a flat in this location above a retail parade. A condition is proposed requiring the submission and approval of details of suitable balustrade and privacy screening to the balconies so as to ensure an acceptable design and to prevent overlooking between the proposed flats and between the proposed flats and the recently built rear extension at the Church.

5.4 Transport / Parking

5.4.1 The application site has a poor Public Transport Accessibility Level (PTAL) of 2 (on a scale of 1-6 where 6 is excellent). The Minor Alterations to the London Plan ‘Parking Standards’ identifies that the maximum car parking provision for a 1-2 bed residential unit is less than 1 space per unit. There is no existing off-street car parking provision associated with the existing commercial uses on the site and therefore it is not considered reasonable to expect any car parking in association with the new shop units.

5.4.2 It is not possible to provide any off-street car parking spaces for the proposed development due to the constraints of the site. It should be noted that the absence of car parking is not contrary to policy but needs to be assessed to ensure that the proposed development would not have any adverse highway safety implications.

5.4.3 Pay and display car parking operates Monday to Saturday (8.00am to 6.30pm) within the surrounding shopping area of Green Lane. A maximum of 6 hours parking is allowed subject to payment of a fee, with no return within 2 hours.

5.4.4 It is noted that the closest neighbouring side roads to the application site, being Dunkeld Road and Waldegrave Road, have unrestricted on-street car parking provision.

5.4.5 During a site visit undertaken in the early afternoon on a weekday it was noted that there were a reasonable number of unrestricted car parking spaces available, particularly halfway down Dunkeld Road and Waldegrave Road, and in Winterbourne Road which connects the two roads. The car parking spaces closest to Green Lane on both roads were relatively busy and this is most likely because these spaces are free to use, as opposed to the pay and display spaces that operate on Green Lane.

5.4.6 It is noted that the majority of the properties in Dunkeld Road, Waldegrave Road and Winterbourne Road have off-street front garden parking for one or two cars which would lessen the demand for residential on-street parking in the area.
5.4.7 Officers consider that the likely increase in demand for car parking spaces associated with the proposed four residential units could be absorbed without causing harm to residential amenity or highway safety in the surrounding area.

5.4.8 It should be noted that there is generally no off-street car parking provision for the existing flats above the surrounding shops in Green Lane and this is typical for this type of development.

5.4.9 As the application site is located in a District Centre this will provide future occupiers with the opportunity to shop locally without necessarily relying on the use of a car.

5.4.10 It should be noted that there has been no objection to the proposed development on parking grounds from any neighbouring occupiers.

5.4.11 Having regard to the above matters, whilst noting the concerns of the Transport Development Management Team, officers consider that the development would not materially increase parking pressures on nearby residential streets. Furthermore, the benefits arising from the development in the form of four good quality residential units and an improved retail offer are considered to outweigh any car parking concerns in this particular case.

5.4.12 In accordance with the London Plan cycle parking standards, secure cycle parking is provided for the proposed flats. Due to the constraints of the site it is intended that any staff cycles associated with the shop units would be stored back-of-house in the shop unit.

6.0 Conclusion

6.1 The principle and design of the mixed-use development is considered to be acceptable in keeping with the relevant policies. The development does not include any off-street car parking provision, however, officers consider that the development would not materially increase parking pressures on nearby residential streets and therefore is acceptable with no car parking provision.

6.2 It is recommended that planning permission be granted subject to the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision).

Background Papers

- Planning Application File
  http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=O9WF3TBLFMS00

- Local Plan Policy

  National Planning Policy Guidance:

  National Planning Policy Framework (March 2012)
Planning Practice Guidance
Technical Housing Standards – Nationally Described Space Standard (March 2015)

The London Plan (March 2015):

Policy 3.5 – Quality and Design of Housing Developments
Policy 3.8 – Housing Choice
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.13 – Parking

Minor Alterations to the London Plan: ‘Housing Standards’ (March 2016)
Minor Alterations to the London Plan: ‘Parking Standards’ (March 2016)
‘Housing’ Supplementary Planning Guidance (March 2016)

Core Strategy (July 2010):

Policy CM2 – Managing Housing Growth
Policy CM5 – Town Centre Hierarchy
Policy CP2 – Protecting and Promoting Our Historic Environment
Policy CP3 – High Quality Built Environment


Policy BR9 – Parking
Policy BR10 – Sustainable Transport
Policy BR11 – Walking and Cycling
Policy BR15 – Sustainable Waste Management
Policy BC2 – Accessible and Adaptable Housing
Policy BC7 – Crime Prevention
Policy BP2 – Conservation Areas and Listed Buildings
Policy BP5 – External Amenity Space
Policy BP8 – Protecting Residential Amenity
Policy BP11 – Urban Design

Other Guidance:

Supplementary Planning Document ‘Residential Extensions and Alterations’