### Barking and Dagenham Council
Development Control Board

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<th><strong>Application No:</strong></th>
<th>16/01408/FUL</th>
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| **Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution:** | The proposed development is an application which has been requested by Ward Members to be determined by the Development Control Board. |

| **Address:** | Land to the west of the junction of Church Lane and Siviter Way, Dagenham. |

| **Development:** | Erection of two terraces of 2 storey houses with roof accommodation to provide 9 three and four bedroom houses. |

| **Applicant:** | Secureland Developments Plc |

| **Contact Officer:** | Nelupa Malik |
| **Title:** | Principal Development Management Officer |
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### Summary:

The application site comprises a 0.16 hectare area of informal open space located on the northern side of Siviter Way, Dagenham. The land is located between the junctions of Siviter Way with St Giles Avenue and Church Lane, Dagenham.

The land is currently owned by the Council which has entered into an agreement to sell to the applicant subject to planning permission.

The site is adjacent to, but not within, the Dagenham Village Conservation Area and is not designated as protected open space. Therefore the proposed residential development of the site is policy compliant and acceptable in principle.

The development relates to the erection of 4 x three bedroom houses and 5 x four bedroom houses. The proposal will comprise two separate terraces fronting St Giles Avenue and Church Lane respectively.

The proposed design and layout is considered to be of a satisfactory quality and responsive to neighbouring buildings and adjoining residential occupiers.

The scale, form and massing of the development would be acceptable and would not detract from the character of the street scene and surrounding area or impact on neighbouring residential amenities.

All the dwellings meet the London Plan space standards in terms of gross internal floor area, bedroom size and in-built storage provision. Each dwelling will also meet the Council’s policy with regards to minimum private amenity space.
One objection has been received as a result of the public consultation exercise raising concerns with regards to the loss of the amenity green and overdevelopment of the area generally. However, it is considered that the loss of this informal space, would not undermine local plan policies. Similarly the existence of other housing developments in the vicinity eg the redevelopment of the former Butterkist factory and the Telephone Cables sports ground, does not preclude the redevelopment of this site.

The site has a Public Transport Accessibility Level (PTAL) of 2 which is low. The proposal would provide each dwelling with an off-street car parking space, of which two spaces would comprise private motor garages accessed from Siviter Way. This is an acceptable level of off-street parking provision. The development would require new vehicular access points from St Giles Avenue, Siviter Way and Church Lane. All new access points have been considered to be acceptable by the Transport Development Management Team.

The applicant has agreed to a contribution of £5,000 for the implementation of double yellow lines along one side of Siviter Way together with the costs of the associated Traffic Management Order. This will ensure that the development does not result in any material increase in on-street parking pressures within the locality which could adversely affect highway safety.

**Recommendation:**

That the Development Control Board grant planning permission subject to the conclusion of a Section 106 agreement securing the payment to the Council of £5,000 for the cost of making an appropriate Traffic Management Order to allow the implementation of double yellow lines in the vicinity and the following 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; 467/16-01 Rev A, 467/16-02, 467/16-03 Rev B, 467/16-04 Rev B, 467/16-05 Rev B, 467/16-06 Rev A.

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

3. No above ground development shall take place 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.

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 Housing Standards to the London Plan March 2016.

5. No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping for the site, which shall include indications of all existing trees and shrubs on the site and details of those to be retained.

Reason: To safeguard and improve the appearance of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

6. The landscaping scheme as approved in accordance with condition No. 5; shall be carried out in the first planting and seeding seasons following the occupation of any of the buildings or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the 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 unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision and retention of the landscaping in the interests of the visual amenity of the area and in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

7. No development above ground level shall take place until a scheme showing those areas to be hard landscaped and the details of that hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be carried out prior to the occupation of the development and thereafter permanently retained.

Reason: To safeguard and improve the appearance of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

8. The car parking areas indicated on drawing No. 467/16-03 Rev B; shall be constructed and marked out prior to the occupation of the development, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway in accordance with policy BR9 of the Borough Wide Development Policies Development Plan Document.

9. No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment to be erected. No part of the development shall be occupied until the approved boundary treatment for that
part has been provided. The approved boundary treatment shall be retained unless the Local Planning Authority gives prior written approval for its removal.

Reason: To ensure the boundary treatment protects or enhances the character and amenity of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

10. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be 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:

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

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

11. 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 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 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.

12. 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.

13. 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.
14. 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 10 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 11 which is subject to the approval in writing of the Local Planning Authority.

15. 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 10-15: 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.

16. Demolition and construction work and associated activities are only to be carried out between the hours of 0800 to 1800 on Monday to Friday and 0800 to 1300 on Saturday and not at all on Sundays, Public or Bank 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 0800 and 1800 Monday to Friday unless otherwise agreed in writing by the Local Planning Authority.

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

17. Construction work and associated activities are to be carried out in accordance with the recommendations contained within British Standard 5228:2009 ‘Code of practice for noise and vibration control on construction and open sites’ (Parts 1 and 2).

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

18. 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. a scheme for recycling/disposing of waste resulting from demolition and construction works;

i. the use of efficient construction materials;

j. methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and 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.

Reason: The construction environmental management plan and site waste management plan 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.

19. No development shall take place until details of existing and finished site levels, finished floor and ridge levels of the buildings to be erected, and finished external surface levels have been submitted to and approved in writing by the Local Planning Authority.

Reason: The proposed levels of the development are required prior to commencement in order to ensure that any works in connection with the development hereby permitted respect the height of adjacent properties and in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

1. Introduction and Description of Development

1.1 The site is a 0.163 hectare area of grassland/amenity green located on the northern side of Siviter Way, Dagenham.

1.2 Whilst not within, the north-west tip of the site in Church Lane is adjacent to the Dagenham Village Conservation Area. The surrounding area is predominately residential and the land is located between St Giles Avenue to the west and Church Lane to the east, both are residential roads of two storey houses. The southern boundaries of numbers 20 St Giles Avenue and 18 Church Lane bound the northern boundary of the site.

1.3 This application relates to the erection of two terraces of two storey houses with roof accommodation to provide 4 x three bedroom houses and 5 x four bedroom
houses. The three bedroom dwellings will front St Giles Avenue (facing west) and the four bedroom dwellings Church Lane (facing east).

1.4 The development will comprise two dwelling typologies with the dwellings fronting St Giles Avenue comprising a kitchen, WC, and living/dining room at ground floor level, two bedrooms and a bathroom at first floor level and a master bedroom with an en suite in the roofspace. The dwellings fronting Church Lane will comprise a kitchen, WC, and living/dining room at ground floor level, three bedrooms at first floor level and a master bedroom with an en suite in the roofspace.

2. Background

2.1 The site has no planning history.

3. Consultations

3.1 Adjoining occupiers

52 neighbouring occupiers were notified about the application during the public consultation exercise and site notices were displayed within the vicinity of the site. One response has been received raising the following objections and concerns;

- The area has already been over developed over the years eg the redevelopment of the former Butterkist factory in Blackborne Road and the Telephone Cables sports ground in Exeter Road.
- The site and the adjacent green land are the last greenery in an area of urban over development.
- During the redevelopment of the Dagenham Village area in the 1970’s, the works resulted in destruction leaving only three of the original village buildings untouched.
- The continuation of this kind of development has carried on unabated.

*Officer Note: The existence of other housing developments within the area does not preclude new developments from occurring, provided that they are in accordance with local plan policies. Matters relating to the loss of the green space are considered in the main body of this report.*

3.2 Transport Development Management

The current Public Transport Accessibility Level (PTAL) rating has been determined at a level 2, on a scale of 1 to 6 where 6 is excellent.

We are satisfied with the layout shown is acceptable to us in terms of access and parking arrangement, with a 1:1 provision ratio. However, we have the following additional observations;

The junctions of Siviter Way with St Giles Avenue and Church Lane will require the implementation of double yellow line restrictions to protect against illegal/inconsiderate parking causing obstruction. This measure is also to be applied at the vehicular crossovers in Siviter Way in order to protect clear visibility splays without obstruction. This could be by way of a S106 contribution.
Any part of adopted highway which requires to be stopped by an order will need to be arranged for by the applicant.

Pedestrian crossing points which may need relocation/alteration will require our approval as to their new location.

*Officer Note: Transport matters are considered in the main report.*

### 3.3 Access Team

We are generally happy with the proposals but have a couple of issues that we would like addressed.

Provide outward opening bathroom doors.

A minimum of 850mm clear stair width must be provided to allow for future lift provision.

*Officer Note: The submitted plans have been revised addressing comments made by the Access Team.*

### 3.4 Environmental Protection Team

A comprehensive report has been provided covering potential land contamination and construction phase impacts – noise and dust and other emissions to air. The Environmental Health Officer has no objections to the proposal based on the following summarised comments;

A review of historical maps indicates this is a Greenfield site. The geological maps indicate the superficial deposits to be sand and gravel and solid geology London Clay. By reference to BS 8576:2013, “Guidance on investigations for ground gas – Permanent gases and Volatile Organic Compounds (VOCs)”, the potential for gas generation is very low (natural soil strata with a low degradable organic content) and so the advice in the standard is that soil gas monitoring may not be needed.

There is no evidence to suggest a likelihood of historical chemical contamination and a very low risk of a ground gas generation.

However, the development includes dwellings with private gardens which raises the potential for the growing and consumption of home grown produce. This represents a highly sensitive land use.

In view of the above, and after careful consideration, it is considered necessary to attach the standard land contamination planning conditions to any consent that might be granted.

There is potential for significant adverse impact from demolition/construction phase noise, dust and other emissions to air and so it is recommend that any approval that might be granted be subject to a conditions limiting the hours of construction work and requiring the mitigation of dust and emissions in accordance guidance provided in the document “The Control of Dust and Emissions during construction and demolition”, Mayor of London, July 2014.
Officer Note: Recommended conditions will be imposed.

3.5 Historic England

The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

3.6 London Fire and Emergency Planning Authority

The Brigade is satisfied with the proposals.

4. Local Finance Considerations

4.1 The proposed development would be liable for the Mayoral Community Infrastructure Levy (CIL) at a rate of £20 per square metre (index linked from 2012) and the Borough CIL at a rate of £10 per square metre (index linked from 2015). This would result in a total Mayoral contribution of £26,753.18 and a total Borough contribution of £11,697.96.

5. Analysis

5.1 Principle of the development

5.1.1 The site is not situated within the Green Belt and it is not designated as Protected Open Space.

5.1.3 The site provides a pleasant open outlook for its residential neighbours to the north and south which would be compromised as a result of this development. However, protecting views is not a relevant planning consideration.

5.1.4 The site is grassed and has very little in the way of trees and planting and is essentially an informal public amenity space. The space may have been used informally by local residents in the past, however, the proposal to redevelop the site would not be contrary to the Local Plan as this particular amenity area is afforded no specific protection under the Local Plan. A residential development would be the preferred use for a site of this nature, that is not located within a town centre and is not in an area of high public transport accessibility.

5.1.5 As the scheme comprises 9 units it is below the threshold of 10 above which London Plan policy 3.13 seeks the provision of affordable housing where viable. It is considered that the scheme maximises the use of the site and therefore it is in accordance with this policy.

5.2 Layout and Design

5.2.1 The layout of the development will comprise two short terraces fronting St Giles Avenue and Church Lane. The terrace fronting St Giles Avenue will continue the front building line of the adjacent terrace comprising numbers 10-20 St Giles Avenue. The terrace fronting Church Lane will be set back 3.2 metres from the front building line of the adjacent terrace comprising numbers 8-18 Church Lane. However, the existing terraces in both these streets have varied building lines.
5.2.2 The two terraces will create a 'back to back' relationship as per the existing residential dwellings in St Giles Avenue and Church Lane. Along this stretch of Siviter Way, there are no residential dwellings fronting the main road. Directly to the south and on the opposite side of Siviter Way, are the rear elevations of residential dwellings located in Wilthorne Gardens, Beech Gardens, and Boleyn Gardens. There are concrete boundary walls/timber fencing bounding the rear gardens of these properties visible along Siviter Way. Similarly, directly to the north west of the site, the rear elevations of two storey dwellings in St Giles Close face Siviter Way. These dwellings are however set behind a smaller piece of public grassland.

5.2.3 The site is in a visually prominent location and as such it is recognised that the location of dwellings fronting Siviter Way would have introduced active frontages to that street. However, to develop the site in this way would have resulted in dwellings with inadequate garden sizes and may have raised issues of overlooking and loss of privacy to existing residential occupiers.

5.2.4 The development would incorporate two domestic garages fronting Siviter Way which will break up the boundary walling along the southern boundary. The application of good quality boundary treatment would also help to maintain an attractive frontage onto Siviter Way. In this regard, Officers consider that the boundary treatment fronting Siviter Way should be in brickwork and pay acknowledgement to and be in keeping with boundary treatment of Dagenham Parish Church, immediately to the east of the site, which comprises a rustic brick wall of a dark yellow variety. If Members are minded to approve this application, this matter can be addressed via the imposition of a condition. Given the constraints of the site, the layout of the development is acceptable.

5.2.5 The scale, form and massing of the development is considered to be acceptable and will not impact on neighbouring amenities in terms of loss of light, outlook or privacy or detract from the character of the area. The dwellings in St Giles Avenue will measure approximately 4.6 metres wide, 10.6 metres deep and 9.8 metres in overall height. The dwellings in Church Lane will measure approximately 5 metres wide, 10.4 metres deep and 9.8 metres in overall height. Both terraces would be an estimated 2 metres higher than the adjacent terraces.

5.2.6 The rear building line of the terrace in St Giles Avenue will be set behind a 45-degree angle from the nearest corner of number 20 St Giles Avenue (the test set out in the Council’s Residential Extensions and Alterations Supplementary Planning Document (SPD)). Although the proposed development does not relate to a residential extension, it is considered that the above guidance is of relevance to assessing the relationship of the proposed development with its neighbouring residential dwellings. Therefore, in this instance it is not considered to have any adverse impact on the residential amenity of the occupiers of this dwelling.

5.2.7 With regards to the relationship between the terrace in Church Lane and number 18 Church Lane, the rear building line of the proposed terrace will project approximately 1.6 metres beyond a 45-degree angle from the nearest corner of the neighbouring property at ground floor level (which in this instance is a single storey rear extension).
5.2.8 However, the orientation of the proposed terrace with number 18 Church Lane will leave a physical separation of between approximately 1.2 – 1.4 metres between buildings which mitigates much of the impact.

5.2.9 In terms of the impact at first floor level, whilst the proposed terrace would project approximately 6 metres deeper than number 18 Church Lane, the nearest window closest to the boundary with the proposed development is a small and narrow window and does not appear to serve a habitable room. There is also a larger, presumably bedroom, window however this window is sited closer to the boundary with number 16 Church Lane. The gap between the proposed terrace and number 18 also mitigates any harm. On balance, it is therefore considered that the proposed relationship is acceptable and would not materially harm the residential amenities of neighbouring occupiers.

5.2.10 In terms of the appearance of the buildings, the houses would generally have pitched roofs with gable ends. Windows at first floor level will measure 2 metres in height thus articulating a vertical emphasis to the dwellings. The variety of window shapes adds further interest. The materials proposed are in most part brick for the walls, slate grey coloured tiled roofs and grey UPVC window surrounds. The brick material will comprise TBS Rustington Antique, a good quality dark yellow textured brick with a darker brick for banding detail. It is also proposed to use the same brick for the boundary wall fronting Siviter Way. The full details of the materials would be the subject of a condition with details to be subsequently approved however broadly speaking the palette of materials proposed is considered to be acceptable.

5.2.11 Overall the development would be well proportioned, attractively laid out and would provide interest to the immediate locality and therefore accords with policies CP3 of the Core Strategy and policies BP11 and BP8 of the Borough Wide Development Policies Development Plan Document (DPD) which relate to urban design and seek to protect residential amenities.

5.3 Housing Standards

5.3.1 Policy BP5 of the Borough Wide Development Policies seeks to ensure that appropriate external private amenity space to meet the needs generated by the development is provided. In this regard the development is required to provide a minimum of 60m² of private amenity space for the three bedroom dwellings and 75m² for the four bedroom dwellings.

5.3.2 Each dwelling will have its own private rear garden and the development has a whole will provide garden areas measuring between 77m² and 110m². The proposal therefore accords with the Council’s policies in respect of garden space.

5.3.3 In relation to internal space standards, the 3 bedroom 5 person dwellings will have a Gross Internal Area (GIA) of 108m² (99m² required) and have adequate sized bedrooms and storage space. The 4 bedroom 6 person dwellings will have a GIA of 123m² (112m² required) and have adequately sized and storage areas.

5.3.4 All the dwellings would therefore meet the standards set out within the Government’s ‘nationally described space standard’ and the London Plan (2016).

5.4 Transport
5.4.1 The site has a Public Transport Accessibility Level (PTAL) of 2 which is low on a scale of 0 – 6b where 6b is excellent.

5.4.2 The proposed development would provide each dwelling with an off-street car parking space. All the dwellings, except for the end dwellings in each terrace closest to the junctions of St Giles Avenue and Church Lane with Siviter Way, would have a front garden parking space. The two end dwellings would have a garage each which would be accessed directly from Siviter Way.

5.4.3 The proposed off-street car parking provision is considered to be acceptable and in accordance with the London Plan.

5.4.4 The Transport Development Management Team have considered the proposal and are satisfied that the layout, access and parking arrangements would be acceptable. Members are advised that a very small part of the site is adopted highway land and the proposal would require the stopping of this land in order to facilitate the development.

5.4.5 The applicant has also agreed to provide a contribution of £5,000 to implement double yellow lines on Siviter Way where there are currently no restrictions for on street car parking. The implementation of double yellow lines would improve highway safety, particularly as there is a bus stop on the opposite side of Siviter Way and it is important to keep the carriageway clear from parked vehicles.

6. Conclusion

6.1 The proposed development would result in well designed buildings of appropriate scale and relationship with neighbouring buildings, which would make good use of the site.

6.2 The scheme would protect the amenities of neighbouring occupiers and provide a good standard of residential amenity for future occupiers.

6.3 The development will provide each dwelling with an off-street parking space and the applicant has agreed to make a contribution of £5,000 towards the implementation of a scheme to provide double yellow lines on Siviter Way.

Background Papers


- Local Plan Policy

  - Policy CM1 General Principles for Development
  - Policy CP3 High Quality Built Environment
  - Policy BR9 Parking
  - Policy BR10 Sustainable Transport
  - Policy BC7 Crime Prevention
  - Policy BP3 Archaeology
Policy BP5  External Amenity Space  
Policy BP8  Protecting Residential Amenity  
Policy BP11  Urban Design  

- **London Plan Policy**  
  Policy 3.4  Optimising Housing Potential  
  Policy 3.5  Quality and Design of Housing Developments  
  Policy 3.8  Housing Choice  
  Policy 6.13  Parking  

- **National Policy**  
  National Planning Policy Framework  
  National Planning Practice Guidance