Barking and Dagenham Council
Development Control Board

Application No: 17/00731/FUL  Ward: Becontree

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.

Address: 736 and 738 Green Lane, Dagenham

Development: Demolition of existing single storey shops and erection of three storey building comprising 2 shops (Class A1) at ground floor level with basement storage and 4 one bedroom flats above.

Applicant: Mr D Nijjer

Summary:
The application comprises the demolition of two existing single storey shops 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 1-bedroom 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 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 grant planning permission subject to the following conditions:

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by S.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: 16287_01 Revision A, 16287_02, 16287_04 Revision C

Reason: For the avoidance of doubt and in the interest of proper planning.
3. The combined rating level of the noise from 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 the residential occupiers are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document.

4. The delivery/collection of goods from the commercial use hereby permitted is only permitted to take place between the hours of 07:00hrs and 21:00hrs 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.

5. Habitable rooms having openings facing onto Green Lane or Dunkeld Road are to be provided with acoustic ventilators which are commensurate with the performance specification set out in Schedule 1 (paragraphs 6 and 7) of The Noise insulation Regulations 1975 (as amended).

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

6. 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'.

Reason: 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.
7. 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.

Reason: 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.

8. 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.

Reason: 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.

9. 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 6 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 7 which is subject to the approval in writing of the Local Planning Authority.

Reason: 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.

10. Demolition and construction work and associated activities are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00-13:00 Saturday with no work on Sundays or public holidays. 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 construction work does not cause undue nuisance
11. Demolition and 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 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.

12. 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 affected persons who have any problems or questions related to the ongoing development

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 Plan Document.

13. No development above ground level 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.
14. 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 adjacent properties. 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.

15. 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 London Plan.

16. 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.

17. 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 facade.

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

Contact Officer
Ian Drew

Title:
Development Management Officer

Contact Details:
Tel: 020 8227 3067
E-mail: ian.drew@lbbd.gov.uk
1.0 Introduction and Description of Development

Existing Site

1.1 The application site is located in the Green Lane District Centre on the southern side of Green Lane, 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 is locally listed and has been extended on the Dunkeld Road elevation.

1.2 It is noted that permission has recently been granted to redevelop adjoining properties No. 732 and 734 Green Lane to provide a 3-storey building and basement comprising retail shops on ground floor level with ancillary basement storage and 4 two-bedroom flats above (ref. 16/01062/FUL) approved by Members on 13 September 2016.

1.3 The street scene in Green Lane otherwise generally comprises ground floor retail/commercial uses with two levels of residential accommodation above. Typical building forms are 2-storey brick terraces with dormers and rooms in the roof or 3-storey brick terraces.

Proposal

1.4 The application comprises the demolition of two existing single storey shops 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 1-bedroom flats above.

2.0 Background

72/00386/REDHAV – Shopfront - Application permitted.

3.0 Consultations

3.1 23 neighbouring occupiers were consulted. One response was received from the leaseholder of No. 736 Green Lane objecting to the proposal on the grounds that they have not been consulted by the landlord regarding the proposed development.

3.2 Environmental Health Officer

The environmental health issues raised by this application are local air quality, noise, land quality and construction phase impacts.

Local air quality - The site adjoins the heavily trafficked Green Lane and modelling provided as part of the London Atmospheric Emissions Inventory 2013 (LAEI) indicates that at ground floor (shop) level part of the site is exposed to annual average concentrations of Nitrogen Dioxide NO2 in excess of the UK Air Quality Objective of 40 μg/m3 set to safeguard health. However, the objective does not apply to commercial uses. The reduction in concentration with height is such that at
the first floor and above residential units the air quality objective will be satisfied level so there is no need to provide any form of air quality mitigation.

**Noise from the proposed commercial use** - With regard to the ground floor and basement commercial activity; I understand that the proposed use is as shops which I take to potentially include the full range of uses falling within Use Class A1. I do not believe that any of these activities is inherently likely to adversely affect the amenity of the residents of the new dwellings above the shops or other nearby residents although there is the potential for fixed plant such as air conditioning equipment to cause disturbance. I recommend the imposition of a safeguarding noise limit condition. Also, the design of the development is such that that refuse storage areas are contained within the fabric of the buildings being accessed by way of external doors at ground floor level. This means that noise from deliveries/collections, including, the movement of heavy good vehicles together with the operation of their reverse warning alarms as well as noise from the handling of bottles and collection of waste receptacles will be taking place in relatively close proximity to the newly created dwellings. If these activities were to take place at unsocial hours there is potential for significant noise disturbance. I therefore recommend the imposition of a condition to limit the times when deliveries and collections can take place to between the hours of 07:00 and 21:00 on any day.

**Road traffic noise** - The supporting information provided as part of the LAEI includes traffic data (flow, velocity and fleet composition) for principal roads including Green Lane. Using this information I have estimated traffic noise levels outside windows to habitable rooms to the north elevation facing Green Lane. I find these levels to be less than noise exposure category D as set out in the now withdrawn PPG 24 and so there is no objection on noise grounds to the principle of development. However, to secure a suitable noise climate within the new dwellings a scheme of noise mitigation to habitable rooms having openings into the north elevations will be necessary. This should take the form of the provision of acoustic ventilators. A suitable condition is recommended.

**Land quality** - The National Planning Policy Framework (NPPF) advises that the planning system should prevent new development from being put at unacceptable risk from unacceptable levels of soil pollution by ensuring that contaminated land is remediated where appropriate (para 109) with the responsibility for securing a safe development resting with the developer and/or landowner (para 120). To achieve this planning policies and decisions should ensure that the site is suitable for its new use taking account of ground conditions, pollution arising from previous uses and any proposals for mitigation including land remediation with adequate site investigation information, prepared by a competent person, being presented (para 121).

In my view the advice in the NPPF implies the need to adopt a risk management approach in which the action that a prospective developer is required to take is proportionate to the risks involved. In this case 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 build up 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 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 guidance provided in the document “The Control of Dust and Emissions during construction and demolition”, Mayor of London, July 2014.

In summary, I do not wish to object to the application but recommend that any permission that might be granted be subject to conditions.

### 3.3 Transport Development Management Team

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. There is shoppers’ free parking on Green Lane shopping parade which is limited to 30 mins.

Most of the commercial buildings in this parade of shops have residential accommodation above and therefore we may need to consider it here too, with the understanding that the residents of these flats will need to park wherever they can find a space.

In view of the above we believe this site may be able to accommodate the proposed residential development, without significantly affecting the highway.

### 3.4 Access Officer

Comments and recommendations have been made with regards to entrances and exits and door openings to comply with Part M of Building Regulations.

*Officer note: The Access Officer recommendations have been forwarded to the applicant for implementation, these largely relate to Building Regulations conformity.*

### 3.5 Refuse Services

Recommendations made regarding the size of the refuse storage area for the retail units and the size, type and number of bins required.

### 4.0 Local Finance Considerations

#### 4.1

The application is subject to the Community Infrastructure Levy based on 245.12 square metres of residential floorspace (GIA) and 266.5 square metres of commercial floorspace (GIA). A discount for demolition of the existing buildings (145.64 square metres) would be applicable.
4.2 The developer would be liable for a Mayoral CIL contribution of £9,387.47 based on a rate of £20 per square metre of chargeable floorspace, with indexation applied.

4.3 A Borough CIL contribution of £4,104.72 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.

5.0 Equalities Considerations

5.1 The proposed new dwellings will provide suitable accessibility provision in accordance with Buildings Regulations M4(2) and would help enable future occupiers to remain living in the properties regardless of age and/or disability.

6.0 Analysis

6.1 Principle of Development

6.1.1 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.

6.1.2 It is understood that one of the existing shop units is currently in use as a restaurant/ hot food takeaway (Class A3/A5) and the other is in use as an off licence (Class A1). 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. The provision of new Class A1 shop units would help to rebalance the provision of A1 uses in the primary shopping frontages.

6.1.3 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.

6.2 Design

6.2.1 The application proposes a 3-storey brick-built building with a flat roof and a modern appearance. The proposed building footprint will remain the same as that of the existing building (to be demolished). 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.

6.2.2 The proposed height and massing of the building would generally be consistent with other mixed-use buildings in the street scene. It is noted that the design and appearance of the proposed building closely resembles that of the recently approved redevelopment of adjoining properties No.732 and 734 Green Lane which consists of a part render part brickwork finish.

6.2.3 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.
6.2.4 Access to the first and second floor flats is via a centrally positioned entrance door on the principal elevation adjacent to the proposed ground floor retail units. Two separate secure refuse stores for residential and commercial waste are proposed fronting Green Lane. It is noted that the refuse stores cannot be located at the rear of the site due to the building’s close proximity to the Church which prohibits access.

6.2.5 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.

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

6.3 External Amenity Space

6.3.1 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 20 square metres per flat. Policy BP5 acknowledges, however, that it will not always be possible in town centre locations such as this to meet these 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.

6.3.2 All of the proposed flats would benefit from a private balcony which exceeds the 5 square metre space requirement for a 1-bedroom/2-person flat as set out in the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG). Whilst it is acknowledged that the outlook from the first and second floor balconies is very limited due to the constraints of the site, each balcony is nevertheless capable of providing usable space to occupants. Officers are satisfied that these represent acceptable provision for flats in this location above a retail parade.

6.3.3 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.

6.4 Transport / Parking

6.4.1 The application site has a poor Public Transport Accessibility Level (PTAL) of 2 (on a scale of 1-6 where 6 is excellent). The 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.
6.4.2 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.

6.4.3 Free parking along Green Lane shopping parade is limited to 30 minutes. 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.

6.4.4 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. During a site visit undertaken on a weekday morning it was noted that 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.

6.4.5 It is also noted that the majority of the properties in Dunkeld Road, Waldegrave Road and Winterbourne Road (which connects the two roads) have off-street front garden parking for one or two cars, whilst this would lessen the demand for residential on-street parking in the area it would also limit the number of available spaces.

6.4.6 However, 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.

6.4.7 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. The adjoining development at 732 and 734 Green Lane approved by Members on 13 September 2016 also has no off-street parking provision.

6.4.8 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. It should be noted that there has been no objection to the proposed development on parking grounds from any neighbouring occupiers. The site is also within walking distance of Chadwell Heath station.

6.4.9 Having regard to the above matters 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.

6.4.10 In accordance with the London Plan cycle parking standards, secure cycle parking is provided for each of the proposed flats. Each flat has a 3.7sqm built-in storage area. 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.

7.0 Conclusion
7.1 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.

7.2 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

National Planning Policy Guidance:

National Planning Policy Framework (March 2012)

Technical Housing Standards – Nationally Described Space Standard (March 2016)

The London Plan (March 2016):

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

‘Housing’ Supplementary Planning Guidance (March 2016)

- Local Plan Policy

Core Strategy (July 2010):

Policy CM2 – Managing Housing Growth
Policy CM5 – Town Centre Hierarchy
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 BP5 – External Amenity Space
Policy BP8 – Protecting Residential Amenity
Policy BP11 – Urban Design