


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
30th November 2020
Application for Planning Permission

Case Officer:	Harry Moorhouse	Valid Date:	12/09/2020
Applicant:	V & C Property Developments	Expiry Date:	04/12/2020
Application Number:	20/01820/FULL	Ward:	Eastbrook
Address:	7 Legon Avenue, Rush Green, Romford, Barking and Dagenham, RM7 0UJ		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at 7 Legon Avenue, Rush Green, Romford, Barking and Dagenham, RM7 0UJ. The report is being submitted to Planning Committee for determination because there is considered to be significant public objection to it (7 objections received)

Proposal:

Construction of new two storey two-bedroom dwelling attached to the existing house with private amenity space.

Officer Recommendations:

Planning Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth to grant planning permission based on the Conditions & Informatives listed in Appendix 5 and summarised below.

Conditions Summary:
Mandatory conditions

- Statutory Time Limit - Planning Permission
- Development in accordance with Approved Plans

Prior to all works/commencement Conditions

- Contaminated Land
- Removal of Redundant Crossovers

Prior to first occupation and/or use Conditions

- Cycle Parking
- Accessibility

Monitoring and Management Conditions

- Removal of Permitted Development Rights

OFFICER REPORT

Planning Constraints:

None.

Site, Situation and relevant background information:

The application site is a two bedroom, two-storey semi-detached dwelling house located on the eastern side of Legon Avenue. The site is located at the southern end of Legon Avenue before the road reaches Thorntons Farm Avenue and is bound to the south by an area of hardstanding and external public amenity space.

This application seeks to construct a new two bedroom, two-storey dwelling house adjoining to the existing dwelling house forming a terrace of three dwellings on a section of the site part of the rear garden. The applicant proposes to remove the existing off-street parking and reinstate the drop kerb, returning the area to grass with a central paved pathway to the dwellings. The application will provide a large external amenity space to the rear of the new dwelling.

Legon Avenue comprises several terraced properties towards the northern end of the road, with the site itself and neighbouring dwellings being predominantly semi-detached pairs including the dwellings along Thorntons Farm Avenue. Within the surrounding area, Central Park is located approximately 150 yards towards the northwest, with Barking and Dagenham College approximately 0.2 miles towards the southeast and Rush Green Primary school approximately 0.4 miles towards the northeast. The existing dwelling, Number 7 Legon Avenue has recently received permission for the construction of a three-metre rear extension.

Key issues:

- Principle of the proposed development
- Dwelling mix and Quality of accommodation
- Design and quality of materials
- Impacts to neighbouring amenity
- Sustainable Transport
- Waste management
- Biodiversity

Planning Assessment:

Principle of the development:

<i>Existing use(s) of the site</i>	Semi-detached dwelling house.
<i>Proposed use(s) of the site</i>	Two dwelling houses.

- 1.1 At a national level the National Planning Policy Framework (NPPF) at Chapter 5 has specific regard to housing stating that 'to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment...[and] within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies'. The London Plan outlines through Policies 3.3, 3.5 and 3.8 that there is a pressing need for more homes in London and that a genuine choice of new homes should be supported which are of the highest quality and of varying sizes and tenures in accordance with Local Development Frameworks. Policy 3.8 requires that Londoners have a genuine choice of homes that they can afford which meets their requirements for different types of high-quality accommodation. The London Strategic Housing Market Assessment (SHMA) which formed the evidence base for The London Plan Policy 3.8, denotes that new developments are failing to provide enough affordable and family sized homes for London's growing population. To this end, this Policy requires LPA's to take account of their housing requirements to identify the range of needs likely to arise within their areas. Further, Policy 3.14 of the London Plan states that the loss of housing should be resisted unless the housing is replaced at existing or higher

densities with at least equivalent floor space. The Housing SPG supports the London Plan on such matters.

The Draft London Plan Objective GG4 echoes the London Plan, to create a housing market that works better for all Londoners, creating mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs. The policies outlined in Chapter 4 (Housing) further acknowledges the stress on housing demand and provides increased targets for Local Authorities and revised policies in respect of ensuring additional housing contribution according to local needs. Policies H1 and H2 echoes The London Plan reinforcing the need to increase the housing supply to promote opportunity and provide real choice or all Londoners with support for well-designed homes on small sites. Policy CM1 of the Core Strategy DPD stated that development should meet the needs of new and existing communities and deliver a sustainable balance between housing, jobs and social infrastructure, with Policy CM2 further emphasising the specifying housing growth targets of the Borough. Policy BP10 of the Borough Wide DPD further supports this by emphasising the need to optimise suitable sites to help deliver suitable housing for the Borough's high levels of identified housing need. The Draft Local Plan (Regulation 19 Consultation version, October 2020), Strategic Policy SP3 outlines that support the delivery of homes on small sites and that address the boroughs housing needs. Policy DMH2 seeks to ensure that development proposals provide a range of unit sizes (including larger family homes).

The existing dwelling comprises three bedrooms with the proposed development introducing an additional two-bedroom dwelling which is suitable for the relatively small size of the plot, where a larger dwelling would not be possible. As such, it is noted that the existing dwelling will be retained as a three-bedroom family home. Officers do acknowledge the need for additional homes within the borough and there is a pressing need for a genuine choice of new homes which are of the highest quality and of varying sizes. The two-bedroom property provides an excellent choice for Londoners and would contribute to the net increase of 1 dwelling to the Boroughs existing housing stock with the existing family sized dwelling maintained. This need for suitable sites for housing is further emphasised within the Borough Wide DPD. In addition, the proposed development will represent a well-designed home on a small site which upholds the objectives of Policies H1 of H2 of The London Plan. Further, the application has outlined that the new two-bedroom dwelling will be for market housing.

Therefore the proposed additional dwelling is considered acceptable in principle and in accordance with the NPPF, Policies 3.3, 3.5, 3.8 and 3.14 of The London Plan, Policies GG4, H1 and H2 of the Draft London Plan, Policies CM1 and CM2 of the Core Strategy DPD, Policy BP10 of the Borough Wide DPD and Policies SP3 and DMH2 of the Draft Local Plan (Regulation 19 Consultation version, October 2020).

Dwelling mix and Quality of accommodation:

- 1.2 At national level, the 'Technical housing standards – nationally described space standard' deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. London Plan Policy 3.5 and Draft London Plan Policy D6 seek for new housing to achieve the space standards in line with those set at national level. Policy D4 of the Draft London Plan also sets out the importance for homes across London to be designed to a high quality – 'New homes should have adequately-sized rooms and convenient and efficient room layouts which are functional, fit for purpose and meet the changing needs of Londoners over their lifetimes. Account should be taken of the needs of children, disabled and older people'. Policy 3.8 of the London Plan and Policy D5 of the Draft London Plan also outline that 90% of new build homes should meet requirement M4(2) (accessible and adaptable dwellings) of Building Regulations Approved Document M and that 10% should meet requirement M4(3) (wheelchair user dwellings). This target is reflected at local level by Policy BC2 of the Borough Wide DPD.

The proposed new dwelling will comprise a combined kitchen, dining and living area, storage space and bathroom containing a shower, hand basin and toilet. The first floor will host two bedrooms, including one single bedroom containing additional storage space and one double

bedroom with a bathroom containing a bath, hand basin and toilet. The technical housing standards- nationally described space standard states that a 2-bedroom, 3 person, 2 storey dwelling should have a minimum gross internal floor area of 70 sqm with 2 sqm of built-in storage. Further, double bedrooms should have an area of at least 11.5 sqm with a width of 2.75 sqm with single bedrooms requiring at least 7.5 sqm of floor space with a minimum width of 2.15 metres. The internal areas of the proposed dwelling are as follows:

Gross Internal Area: 73.24 sqm **(complies)**

Bedroom 1: 13.67 sqm **(complies)**

Bedroom 2: 10.69 sqm **(complies)**

Built-In Storage: 2.2 sqm **(complies)**

The proposed development is considered to provide rooms which are well-lit by daylight, naturally ventilated through windows and appropriate in size for the purpose they are designed for. In addition, the gross internal area and proposed bedrooms and associated built-in storage complies with the requirements of the technical housing standards - nationally described space standards (March 2015) and in keeping with the development plan policies outlined above. Further, it is acknowledged that the proposed development does not just meet these standards, it also exceeds these in all aspects. Officers consider the proposal to provide satisfactory living standards for future residents and it is acknowledged that the single and double bedroom significantly exceed the required minimum floor area 7.5 sqm and 11.5 sqm, respectively. As such, this will provide a much larger bedrooms for the future residents which is welcomed. Initial comments were received from LBBD Access Officers regarding compliance with Part M regarding clearance within the downstairs WC and doors and Part K regarding the stairs. Following these initial comments, revised drawings have been provided with access Officers considering the comments made to have been met regarding the downstairs WC and is acceptable, as long as the doorways meet Part M and stairs meet Part K. A condition has been attached to this application to ensure that the dwelling is built according to Building Regulation M4(2) 'accessible and adaptable dwellings'.

Policy BP6 of the Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011) outlines that dwellings should provide adequate internal spaces for the aggregate of cooking, eating and living (CEL) areas, with a minimum area for a three person dwelling of 24 sqm. The proposed development provides an open plan living, dining and kitchen area providing 30.43 sqm of CEL space which exceeds the requirements. As such Officers consider this provision satisfactory to meet the needs of both the current and future residents and ensure a satisfactory lifestyle is provided, in line with the requirements of Policy BP6 of the Borough Wide DPD.

Regarding outdoor amenity spaces Chapter 8 of the NPPF seeks to promote healthy and safe communities by ensuring planning decisions achieve healthy, inclusive and safe places which enable and support healthy lifestyles and wellbeing needs. Policy 3.5 of the London Plan and Policy D6 of the Draft London Plan supports this by ensuring new housing provides high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces. Policy BP5 of the Borough Wide Development Plan Document states that new developments must provide adequate external private and/ or communal amenity space to meet the need generated by development which are private, useable, functional, and safe. The existing dwelling hosts a large rear garden of approximately 142 sqm. The proposed development will involve the division of the existing garden with a small section to the side of the dwelling lost through the construction of the new dwelling. Following the development, the existing dwelling will retain approximately 65 sqm of garden space with the new dwelling hosting approximately 64 sqm of garden space, including a small space for cycle parking. Although this is notably smaller than the existing garden, Officers note that the external amenity space requirements, outlined within Policy BP5 of the Borough Wide DPD, for the existing three bedroom dwelling is 60 sqm, which the proposed garden will exceed. In addition, the proposed two-bedroom dwelling, requires a minimum of 50 sqm of external amenity space which the proposed development will also exceed. As such Officers consider the division to be acceptable and will provide the existing dwelling and the new dwelling with ample external amenity space. It is also noted that Central Park is located approximately 150 yards to the northwest of the site which is a very large area of public open

space which is considered an excellent provision to the existing and new dwelling providing sufficient access to external amenity space.

Officers note that a neighbour comment has been received in relation to the small garden space limiting the area available for new residents for storage. However as outlined within this section of the report, the space provided both internally and within the rear garden is in accordance with the national standards and is considered to provide sufficient space for the new residents and as such is considered acceptable.

As such, the proposed development is considered to provide a good standard of living to both the future residents of the new dwelling and the residents of the existing dwelling. The new dwelling exceeds the required internal space standards, providing adequate CEL space. Officers note the large garden spaces to provide accessible areas of external amenity space. Therefore, the development is considered acceptable and in accordance with the NPPF, Policies 3.5 and 3.8 of The London Plan, Policies D4, D5 and D6 of the Draft London Plan, Policies BC2, BP6 and BP5 of the Borough Wide DPD and the technical housing standards - nationally described space standards (2015).

Design and quality of materials:	
<i>Does the proposed development respect the character and appearance of the existing dwelling?</i>	Yes
<i>Does the proposed development respect and accord to the established local character ?</i>	Yes
<i>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</i>	Yes
<i>Is the proposed development acceptable and policy compliant?</i>	Yes

- 1.3 Paragraphs 127 and 128 of the NPPF (2019) outline that planning policies and decisions should aim to ensure that developments function well and add to the overall quality of an area not just for the short-term, but over the lifetime of the development. Paragraph 130 advises that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. London Plan (2016) Policy 7.1 stated that the design of new developments and the spaces they create should help reinforce the character of the neighbourhood. Policy 7.4 requires development to have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings and other forms of development. It is required that in areas of poor, or ill-defined, character, new development should build on the positive existing elements that can contribute to establishing an enhanced character for the future function of the area. Policy 7.6 seeks the highest quality materials and design appropriate to its context. It is advised that the buildings and structures should be of the highest architectural quality and comprise details and materials that complement the local architectural character. Draft London Plan (2019) Policy D4 discusses the need for good design to be thoroughly scrutinised at application stage, including elements relating to layout, scale, density, landuses, materials, detailing and landscaping.

Within the Core Strategy, Policy CP3 promotes the use of high quality design and layouts within new buildings and spaces with developments expected to provide a high standard of inclusive design, ensure the safety of all those who will use the building or space, it should respect and strengthen local character and be functional, durable, flexible and adaptable. This is further supported by the Borough Wide DPD with Policy BR1 seeking all developments to meet high standards of sustainable design and construction, with Policy BP11 having regard to ensuring development protects or enhances the character and amenity of the area and maintains residential amenity. Further, it sets out that buildings should be attractive, display high quality architecture and be designed to improve health.

The Draft Local Plan (Regulation 19 Consultation version, October 2020), Policy SP2 promotes high-quality design, providing a safe, convenient, accessible, and inclusive built environment and interesting public spaces and social infrastructure for all. This is facilitated through adopting a design-led approach to optimising density and site potential by responding positively to local distinctiveness and site context which should inform detail, material and landscape. It further supports the efficient use of existing buildings and previously developed land. Policy DMD1 seeks to ensure that developments make a positive contribution to the character of the

surrounding area. The importance of delivering quality new homes to high design and build quality standards in accordance with the Council's latest design guides, as well as the Building Regulations and emerging guidance regarding building safety is emphasised further by Policy SP3 of the Draft Local Plan (Regulation 19 Consultation version, October 2020).

Legon Avenue comprises several terraced properties towards the northern end of the road, with the site itself and neighbouring dwellings comprising predominantly semi-detached pairs including dwellings along Thorntons Farm Avenue. Officers note that the existing dwelling is located at the southern end of Legon Avenue before the road reaches Thorntons Farm Avenue, with the site bound to the south by an area of hardstanding and a small area of external public amenity space. The semi-detached pairs within the immediate vicinity of the site host front doors to on the front elevations with either front gardens or paved driveways. Officers note that the neighbouring dwellings host a range of window styles, with some hosting small front porches and extensions with Number 1 Legon Avenue, towards the north of the site, granted permission for the erection of a part single/part two storey side extension and part single/part two storey rear extension. As such, Officers note that the character is not based around identical dwellings, however the predominant roof type is hipped, which the proposed dwelling would be expected to retain. Officers do note that the surrounding dwellings comprise semi-detached pairs, the introduction of a new dwelling, adjoining Number 7 Legon Avenue would create a terrace. Despite this not being common towards the southern end of Legon Avenue, as previously discussed, the central and northern end of Legon Avenue hosts terraced dwellings, alongside Fourth Avenue and Horace Avenue towards the north of the site. The new dwelling will adjoin with the existing dwelling, in line with the existing building line with a consistent ridgeline. As such, overall, officers consider the sitting of the proposal to be acceptable and respects the character of the surrounding area and appearance within the street scene.

The design of the proposed development, this will be discussed below beginning with the dimensions of the proposed new dwelling:

Property Size: 2 Bedrooms

Depth: 8 metres

Width: 5.82 metres

Height to Eaves: 5.34 metres

Maximum Height: 8.41 metres

Roof Form: Hip End

Officers note that the proposed finishes and materials are outlined within the application form and a condition will be attached to ensure the finishes and materials match that of the existing dwelling, respecting the character and appearance of the existing dwelling and within the street scene. The walls are to be brick with concrete roof tiles on the roof and UPVC windows matching that within the existing dwelling with a uniform window design. The doors will also be UPVC. Officers note that the surrounding dwellings host hip roofs which contributes to the character of the area, the new dwelling will respect this and host a hip end with a uniform height to the existing dwelling. The overall size and depth of the new dwelling will respect the existing dwelling and ensure that the new dwelling will positively impact the character of the area.

Officers acknowledge the comment received from a neighbouring dwelling in that the development will look out of place. However, as discussed within this section of the report, the proposed dwelling is considered to respect both the existing dwelling and will have an overall positive impact on the surrounding area, with the gap between the dwelling and No. 1 Thorntons Farm Close being retained.

To ensure the character and in particular the hip roof of the proposed new dwelling is maintained and respected, Officers have attached a condition on this application to remove the permitted development rights in relation any development falling within Classes A, B or C.

As such the proposed development is considered acceptable and in accordance with the NPPF, Policies 7.1, 7.4 and 7.6 of The London Plan, Policy D4 of the Draft London Plan, Policies CP3 of the LDF Core Strategy, Policies BR1 and BP11 of the Borough Wide DPD and Policies SP2, SP3 and DMD1 of the Draft Local Plan (Regulation 19 Consultation version, October 2020).

Impacts to neighbouring amenity:

- 1.4 The NPPF, The London Plan Policies 3.5, 7.1, 7.4, 7.6, and 7.15, Draft London Plan Policies GG1, GG3 and D14, all have relevance to the importance of quality development which addressing neighbouring amenity and avoiding unacceptable impacts. Policy BP8 of the Borough Wide DPD seeks to protect residential amenity, by ensuring new developments including conversions, do not expose existing and proposed occupiers to unacceptable levels of pollution that may arise. This includes noise, smoke, fumes, refuse and/ or lighting during construction and occupation.

This is echoed by Policy DMD1 of the Draft Local Plan which outlines the importance of considering the impact of proposed development on the amenity of neighbouring amenity with regard to significant overlooking (loss of privacy and immediate outlook) and overshadowing (unacceptable loss of daylight/sunlight) and mitigate the impact of air, noise and environmental pollution. The impact of nuisance is considered within the Draft Local Plan, within Policy DMS13, which seeks to ensure developments avoid, minimise and mitigate significant adverse demolition, construction and operational impacts (such as noise, vibration, artificial light, odour, fumes and dust pollution) on people and the built and natural environment.

The proposed development will result in the addition of a new two-storey dwelling house, adjoining with Number 7 Legon Avenue, forming a small terrace of three dwellings. As previously outlined the proposed dwelling will have a width of approximately 5.82 metres and a depth of 8 metres, with the height matching that of the existing dwelling house with a hip end roof form.

Objections have been received regarding the impacts of the development on neighbouring amenity and the impacts on the surrounding area. These include impacts such as a loss of sunlight in gardens, that the development will be a blight on the light and impact the views of the residents along Legon Avenue. A further objection considered the development would increase overlooking and impact on daylight. These objections will be addressed within the analysis below.

Officers note that the application site is located approximately 6 metres from Number 5 Legon Avenue which is currently a part of the existing semi-detached pair and will become the end of the terrace following the construction of the new dwelling. This neighbour is located towards the north of the site and as such with regards to daylight and overshadowing, Officers consider the existing dwelling, Number 7 Legon Avenue to overshadow this neighbouring dwelling during the afternoon due to this orientation. Officers do not consider the additional proposed dwelling to result in an unacceptable loss of daylight or overshadowing due to this already occurring from the existing dwelling. It is noted that the new dwelling will result in some minor increase in the loss of daylight and overshadowing, however this is not considered unacceptable. Further it is noted that the additional dwelling will be located to the side of No. 7 Legon Avenue and therefore is not considered to result in a loss of outlook to this neighbour. Due to the separation between No. 5 and the proposed dwelling, Officers do not consider the development to be overbearing to this neighbour, although Officers do note that the new dwelling will be visible from within the rear garden. With regards to privacy, Officers do not consider the development to result in a loss of privacy within the rooms of No. 5, although it is noted that the rear bedroom of the new dwelling may partially overlook a small portion of the rear garden, however the separation between the new dwelling and this neighbour by the existing dwelling No.7 this is not considered unacceptable. It is also considered that due to the orientations of the dwellings and gardens there is some level of mutual overlooking at present.

Officers have also had regard to the impact of the new dwelling on the amenity of the current and future residents of the existing dwelling, No.7 Legon Avenue. It is noted that the existing dwelling will experience similar levels of overlooking, overshadowing and sense of overbearing as that likely experienced by Number 5 Legon Avenue. It is acknowledged that the existing dwelling is semi-detached and will become a mid-terrace dwelling. As such, this will result in some impact on the amenity of future residents. Despite this, the proposed single dwelling is not considered to result in unacceptable impacts to No. 7, with overshadowing caused by the host property itself during the afternoon, given the eastern orientation of the garden.

The neighbouring dwelling, Number 1 Thorntons Farm Close, is located towards the south east of the site and is approximately 11 metres from the corner of the proposed dwelling. Due to the location of this neighbour in respect to the host dwelling, Officers consider the proposed dwelling to cause some minor overshadowing in the late afternoon, however this is not considered unacceptable and note this neighbour hosts a north facing garden. Due to this separation, Officers do not consider there to be a loss of outlook to this neighbour. With regards to privacy, it is acknowledged that the proposed rear bedroom will overlook this neighbour, however given the orientation of the dwellings at right angles to one another, mutual overlooking is considered to exist between this neighbour and the existing dwelling. In addition, the additional dwelling will be visible from this neighbour and as such may result in some increase in overbearing. Despite the minor increase in overlooking and sense of overbearing, Officers consider there to be a suitable distance between this neighbour and the site and these impacts not considered unacceptable or unneighbourly.

The proposed development, as previously noted, will be visible within the street scene. However, due to the presence of the large corner plot which is part grassed and part paved, there is a wide gap between the host dwelling and No. 1 Thorntons Farm Close which will be maintained following the development. As such, this addition is not considered to be unacceptable when viewed from within the street scene.

The construction of the new dwelling house will increase the number of households on the site from 1 to 2 with up to an additional three residents. As such due to the small scale nature of the proposed development Officers note that there may be a minimal increase in the number of comings and goings from the site with similar increases in the amount of waste, noise and smells generated. However, the appropriate provision recycling and refuse bins will minimise the impact felt by neighbouring dwellings within the surrounding area. Officers do not consider the comings and goings of the additional dwelling to be inconsistent with what is currently experienced within Legon Avenue and Thorntons Farm Close and is therefore considered to respect this neighbourhood and is considered acceptable.

Although Officers have acknowledged some minor disturbances as a result of the construction of a new dwelling and a slight increase in the number of coming and goings and general disturbances from the dwelling, the proposed development is not considered to be unacceptable in regards to neighbouring amenity. Further Officers have outlined the potential minor impacts to neighbouring amenity to the immediate site neighbours, however these are not considered unneighbourly. The proposed development is therefore considered to maintain and respect neighbouring amenity to both the immediate neighbours and to those dwellings within the immediate surrounding area. The development is considered in accordance with the NPPF, Policies 3.5, 7.1, 7.4, 7.6 and 7.15 of the London Plan, Policies GG1, GG3 and D14 of the Draft London Plan, Policy BP8 of the Borough Wide DPD, Policies DMD1 and DMS13 of the Draft Local Plan (Regulation 19 Consultation version, October 2020) and Residential Extensions and Alterations Supplementary Planning Document (February 2012).

Sustainable Transport:			
<i>Net gain/loss in car parking spaces:</i>	-1	<i>PTAL Rating</i>	2
<i>Proposed number of cycle parking spaces:</i>	2	<i>Closest Rail Station / Distance (m)</i>	Romford Rail Station - 2414 m
<i>Restricted Parking Zone:</i>	No	<i>Parking stress survey submitted?</i>	No

- 1.5 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. It offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development does not give rise to the creation of conflicts between vehicular traffic and pedestrians. However, it also stated that development should only be prevented or refused on highways grounds if there would

be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

This is echoed by the London Plan through Policies 6.3, 6.9 and 6.13, and the Draft London Plan Chapter 10 policies and further supported by policy BR9 of the Borough Wide DPD and Policy DMT2 of the Draft Local Plan. Policy BR9 of the Borough Wide DPD outlines the boroughs car parking standards as the minimum standards for new developments as set out in Table 6.2 of The London Plan and Table 10.3 of the Draft London Plan. Policy T6 and T6.1 of the Draft London Plan outlines the importance of restricting car parking to promote the use of public transport and that developments should accord with the maximum car parking standards provided within Table 10.3. The proposed development has a PTAL rating of 2 which represents a poor level of public transport accessibility. Table 10.3 of the Draft London Plan states that outer London locations with a PTAL of 2 are expected to provide a maximum of 1 space per dwelling. The existing site hosts one parking space, located in front of where the new dwelling will be constructed. Following comments from neighbouring dwellings and from Councillors the proposed development will remove the existing car parking space, reinstating the drop kerb and will be returning the hardstanding to grass with a central paved path to the dwellings. Officers note that the surrounding roads allow for on-street car parking with no Controlled Parking Zone in place. Due to the size of the dwelling proposed and that of the existing dwelling, Officers do not consider there to be an over-reliance on a private car, with each dwelling expected to have access to one car. Following the reinstatement of the kerb, this will provide an additional on-street parking space which was previously unavailable and therefore Officers consider that there will be a net gain of 1 car using on-street parking, which, is not considered to result in a significant increased pressure on the surrounding road network and is therefore acceptable.

Be First Transport Development Management have been consulted during the application and note that the applicant has stated that there will be no off-street parking spaces allocated to the existing dwelling or proposed dwelling. However, there will be 1 on-street car parking space for both dwellings. This is in line with maximum standards set out in the Intend to Publish London Plan and therefore they do not have any objections. In terms of cycle parking, two spaces have been proposed. This is in line with minimum standards. These should be designed in accordance with the London Cycle Design Standards and should be secured with a condition.

Officers note that all objection comments received were concerned with the parking arrangements and the presence of double yellow lines near the site. As discussed and assessed within this section of the report and as outlined by Be First Transport Development Management, the proposed parking arrangements are considered suitable with no off-street parking provided. Officers do note that the initial proposal included two off-street parking spaces, however following consultation with the relevant Highways Officers these were not deemed to have a sufficient depth to allow for angled car parking and as such the applicant provided new drawings to remove these spaces which is considered acceptable.

To ensure the drop kerb is reinstated, Officers have attached a condition to this application for the applicant to enter into a Highways agreement with the London Borough of Barking and Dagenham, for the reinstatement of the pavement prior to all works. Prior to first occupation or use of the dwelling the crossover shall be removed with the pavement reinstated and retained for the lifetime of the development.

Policy 6.9 and 6.13, of The London Plan promotes the integration of secure, integrated, convenient and accessible cycle parking facilities and that development should not promote excessive car parking facilities. The Draft London Plan, specifically Policies D3, T3 and T5 encourages the facilitation of active travel and development should help to remove barriers to cycling to help create a healthy environment in which people will choose to cycle. This is further supported by Policy DMT2 of the Draft Local Plan requiring parking to be provided in accordance with the London Cycle Design Standards. Developments should provide cycle parking in line with the minimum standards outlined in Table 6.3 of The London Plan and Table 10.2 of the Draft London Plan which for this location and dwelling is 2 spaces. Officers note that two cycle parking spaces have been provided for the new dwelling within the rear garden which is considered to meet the standards of The London Plan and Draft London Plan. Officers note that whilst these have been provided within the rear garden, they should be designed and laid out in accordance with the guidance contained within the London Cycling Design Standards. To ensure these

standards are met and to promote the provision of appropriately located and accessible parking facilities, this will be secured under a condition within this application.

Officers do consider the proposed development to have acceptable impact on the highway and parking amenity and is not considered to undermine the use of sustainable and public transport where these provisions are accessible if required. As such, Officers consider the proposal, on the basis of providing correctly designed and laid out cycle parking spaces, acceptable and in accordance with the NPPF, Policies 6.3, 6.9, 6.13 and Table 6.2 and 6.3 of The London Plan, Policies D3, T3, T5, T6, T6.1 and Table 10.2 and 10.3 of the Draft London Plan, Policy BR9 of the Borough Wide DPD and Policy DMT2 of the Draft Local Plan.

Waste Management and Contaminated Land:

- 1.6 The proposed development proposes two spaces for refuse and recycling bins to the front of the existing dwelling and the front of the new dwelling which, following consultation with LBB Waste and Recycling Officers who provided initial comments, new drawings have since been provided and as such Officers now consider these to be appropriate and in accordance with the specific requirements for internal and external recycling and waste collection points and should be presented on the day of collection. Officers consider the recycling provisions on site to be appropriate and consider the waste management proposed on site acceptable in accessible locations for current and future residents with ample internal space for internal provisions to be made.

With regards to contaminated land, Officers consider groundwork to be necessary for the proposed development to allow for foundations of the new dwelling to be constructed. As such, Officers have consulted environmental health who have provided a condition which shall be placed on the application with the reason being that 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.

Biodiversity:

- 1.7 Officers note that a neighbour comment has been received regarding the loss of some trees on proposed development site. Officers have acknowledged these concerns and note that the existing small bushes and four young conifer trees along the southern boundary will likely be lost following the development. Whilst there is scope to increase the biodiversity on the site, the loss of these small trees along this small section of the site is not considered to warrant a reason for refusal. It is also noted that the front garden area will be reinstated with the hardstanding driveway removed and as such will provide a gain in biodiversity on the site providing a sufficient amount of green space in both the front and rear gardens which is considered acceptable. Further, Officers consider these trees and bushes to have little importance within the street scene and no significant public benefit and therefore the removal of these are not considered unacceptable. The applicant has proposed a section of the front garden area for replacement planting and bushes on the corner of the plots which is considered to further improve the image of the site and increase biodiversity within the urban landscape.

Conclusions:

The proposed development of the construction of a new two storey, two-bedroom dwelling house is considered to increase the boroughs housing stock by one dwelling which is required within the borough. In addition, the proposal will have an acceptable impact on the character and appearance of the street scene and wider local area without negatively impacting the amenity of neighbouring properties. The new dwelling is considered acceptable in promoting the use of sustainable transport through appropriate cycle parking, removing off-street parking returning the area to grass and providing adequate waste and recycling provisions. As such, the proposal is considered acceptable and in keeping with the development policies and would be a welcome addition within the borough.

Appendix 1:

<p>Development Plan Context: The Council has carefully considered the relevant provisions of the Council's adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:</p>	
<p><i>National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)</i></p>	
<p><i>The London Plan: Spatial Development Strategy for London (GLA, consolidated with alterations since 2011, published March 2016)</i></p>	<p>Policy 3.3 Policy 3.5 Policy 3.8 Policy 3.14 Policy 5.21 Policy 7.1 Policy 7.4 Policy 7.6 Policy 7.15 Policy 6.3 Policy 6.9 Policy 6.13 Table 6.2 Table 6.3</p>
<p><i>The Mayor of London's Draft London Plan - Intend to Publish version December 2019 is under Examination. Having regard to NPPF paragraph 48 the emerging document is a material consideration and appropriate weight will be given to its policies and suggested changes in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>Draft London Plan - Intend to Publish version December 2019</i></p>	<p>Chapter 4 Chapter 10 Policy GG4 Delivering the Homes Londoners need Policy H1 Increasing housing supply Policy H2 Small sites Policy D4 Delivering good design Policy D5 Inclusive design Policy D6 Housing quality and standards Policy GG1 Building strong and inclusive communities Policy GG3 Creating a healthy city Policy D3 Optimising site capacity through design led approach Policy D14 Noise Policy T3 Transport capacity, connectivity and safeguarding Policy T5 Cycling Policy T6 Car Parking Policy T6.1 Residential Car Parking Table 10.2 Minimum cycle parking standards Table 10.3 Maximum residential parking standards</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1 General Principles of Development Policy CM2 Managing Housing Growth Policy CP3 High quality-built environment</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BP5 External Amenity Space Policy BP8 Protecting Residential Amenity Policy BP10 Housing Density Policy BP11 Urban Design Policy BR9 Parking Policy BP6 Internal Space Standards Policy BR5 Contaminated Land Policy BC2 Accessible and Adaptable Housing</p>
<p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, October 2020) is at an "advanced" stage of preparation. Having regard to NPPF paragraph 216 the</i></p>	

emerging document is now a material consideration and substantial weight will be given to the emerging document in decision-making unless other material considerations indicate that it would not be reasonable to do so.

<i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, October 2020)</i>	Strategic Policy SP2 Delivering a well-designed high quality and resilient built environment Strategic Policy SP3 Delivering homes that meet peoples' needs Policy DMH2 Housing Mix Policy DMD1 Securing high quality design Policy DMSI3 Nuisance Policy DMT2 Cycle and Car Parking
<i>Supplementary Planning Documents</i>	DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended) Residential Extensions and Alterations (supplementary planning document)(February 2012)

Additional Reference:

Human Rights Act

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

Equalities

In determining this planning application, the BeFirst on behalf of the London Borough of Barking & Dagenham has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended).

For the purposes of this application there are no adverse equalities issues.

Local Government (Access to Information) Act 1985

Background papers used in preparing this report:

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- National Planning Policy Framework
- London Plan
- Local Plan

Other relevant guidance

Appendix 2:

Relevant Planning History:			
Application Number:	20/01233/PRIEXT	Status:	Prior Approval Not Required
Description:	<i>Prior notification application for the construction of a single storey rear extension. The proposed extension will extend beyond the rear wall by 3.00 metres. The maximum height of the proposed extension from the natural ground level is 3.00 metres. The height at eaves level of the proposed extension measured from the natural ground level is 2.80 metres.</i>		
Application Number:	20/01223/CLUP	Status:	Withdrawn
Description:	<i>Application for a certificate of lawfulness for a proposed development: Erection of a single storey rear extension</i>		
Application Number:	05/00144/PRE	Status:	No Decision Taken
Description:	<i>Two storey side extension and conversion into two x two bedroom flats.</i>		

Appendix 3:

The following consultations have been undertaken:

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
<p>LBBB Access</p> <p>Email dated 27/10/2020</p>	<p>The revised plans appear to have taken into account my comments regarding the downstairs WC. So long as doorways meet Part M, and stairs meet Part K I have no concerns.</p>	<p>Issues relating to accessibility within the dwelling have been considered within section 1.2 of the report.</p> <p>A condition has been included to ensure the new dwelling meets the Building Regulation M4(2) 'accessible and adaptable dwellings' standards.</p>
<p>BE FIRST Transport Development Management</p> <p>Email dated 13/11/2020</p>	<p>Introduction: The application seeks planning permission to construct a new two-storey two-bedroom dwelling attached to the existing house with private amenity space.</p> <p>Highway Planning Observations The current Public Transport Accessibility Level (PTAL) rating has been determined at 2. This represents a poor level of public transport accessibility.</p> <p>Site Access Access points to the new dwelling are acceptable. We have no objections.</p> <p>Car Parking: The applicant has stated that there will be no off-street parking spaces allocated to the existing dwelling or proposed dwelling. However, there will be 1 on-street car parking space for both dwellings. This is in line with maximum standards set out in the Intend to Publish London Plan. We therefore have no objections.</p> <p>Cycle Parking: In terms of cycle parking, two spaces have been proposed. This is in line with minimum standards. These should be designed in accordance with the London Cycle Design Standards and should be secured with a condition.</p> <p>RECOMMENDATION Based on the information provided it is our considered view that there is no apparent adverse highway safety issue or any substantial reason to object.</p>	<p>Issues relating to car and cycle parking have been considered within section 1.5 of the report.</p> <p>A condition has been included to ensure the new dwelling provides the appropriate cycle parking spaces designed in accordance with the London Cycle Design Standards.</p>
<p>LBBB Waste and Recycling</p> <p>Email dated 27/10/2020</p>	<p>The updated plans and drawings as on date are acceptable.</p>	<p>Comments relating to waste and recycling have been considered within section 1.6 of the report.</p>
<p>LBBB</p>	<p>If ground works are proposed, the</p>	<p>Issues relating to foundations have been</p>

<p>Environmental Health</p> <p>Email dated 27/09/2020</p>	<p>following condition is recommended. It is not meant to be onerous, but necessary to ensure made ground is removed as necessary and compliant top soil is used for any new soft landscaping.</p> <p><u>Contaminated Land</u> No development shall commence until:</p> <p>(a) 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:</p> <p>(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).</p> <p>This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'; and</p> <p>(b) 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</p>	<p>considered within section 1.6 of the report.</p> <p>The condition provided by environmental health regarding contaminated land has been included in this report.</p>
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as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) The approved remediation scheme must be carried out in accordance with its terms prior to commencement of the 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. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.

(d) 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 (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), 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: 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.	
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Appendix 4:

Neighbour Notification:	
Date Neighbour Consultation Sent Out:	18/09/2020
Number of neighbouring properties consulted:	9
Number of responses:	7
Address:	Summary of response:
34 Legon Avenue	<i>Parking on site not deep enough to park straight and the presence of double yellow lines which is dangerous and means vehicles will be parking on the road.</i>
38 Legon Avenue	<i>Parking on site would be too small for the average car. Will be a blight on the light and prospect/view of residents along Legon Avenue</i>
32 Legon Avenue	<i>Parking on site not deep enough to park straight and the presence of double yellow lines which is dangerous and means vehicles will be parking on the road.</i>
Not Provided	<i>Loss of sunlight in garden, the dwelling will look off and out of place. Parking space on site not large enough and parking along road is already restricted. Concerns regarding health and safety, loud work, poor hygiene and waste not remove, pests, dust and blocking public road.</i>
Not Provided	<i>Parking already congested, concerns regarding overlooking and daylight. Proposed garden space small limiting storage space for new residents. No new trees. Large space on the corner of the proposed property attracts builders' vans, illegal parkers, now dangerous for pedestrians. Could be made a green area which would be far safer and prevent additional vehicles using it as a car park & dumping area.</i>
Not Provided	<i>The plans show off street parking at the front of the property but the garden is not deep enough to allow this. The site is on the junction of Legon Ave and Thorntons Farm Ave with double yellow lines so will therefore be dangerous for vehicles manoeuvring as they try to parallel park.</i>
Not Provided	<i>The plans show off street parking at the front of the property. The depth of the garden at 7 Legon Ave is not deep enough to allow a vehicle to drive on the front garden. The site is at the junction of Legon Ave and Thornton's Farm Ave with double yellow lines so will therefore be dangerous for vehicles manoeuvring as they try to parallel park.</i>

Officer Summary:

Officers note receipt of the objections listed above. The material planning considerations are addressed within the planning assessment.

Appendix 5:

Conditions & Informatives:

Conditions:

1. Statutory Time Limit - Planning Permission

The development hereby permitted shall be commenced before the expiration of THREE YEARS from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Development in accordance with Approved Plans

The development hereby approved shall only be carried out in accordance with the approved plans and documents listed below:

- Site Location Plan – PL-5916_01A – Dated: [AUGUST 2020]
- Proposed Floor Plans – PL-5916_06A – Dated: [AUGUST 2020]
- Proposed Elevations – PL-5916_08A – Dated: [AUGUST 2020]
- Proposed Roof Plan – PL-5916_07B – Dated: [AUGUST 2020]
- Proposed Site Plan – PL-5916_09C – Dated: [AUGUST 2020]

No other drawings or documents apply.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s) to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

Prior to all works/commencement Conditions

3. Contaminated Land

No development shall commence until:

(a) 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'; and

(b) 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.

(c) The approved remediation scheme must be carried out in accordance with its terms prior to commencement of the 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. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.

(d) 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 (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), 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: 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.

4. Removal of Redundant Crossovers

No works shall commence unless and until, the applicant has entered into a Highways agreement with the London Borough of Barking and Dagenham for the reinstatement of the pavement adjacent to the site. Prior to the first occupation and or use of the dwelling hereby consented, the crossover shall be removed, the pavement reinstated and thereafter retained for the lifetime of the development.

Reason: In the interests of highway and pedestrian safety

Prior to first occupation and/or use Conditions

5. Cycle Parking

Prior to occupation of the development, details of the cycle parking facilities, as shown on drawing No. PL-5916_09A, shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be designed and laid out in accordance with the London Cycle Design Standards. The development shall not be occupied until the approved details have been implemented. Thereafter, the cycle parking facilities 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 Development Plan Document, Policy 6.9 of the London Plan and of the London Cycle Design Standards.

6. Accessibility

The dwelling hereby permitted shall comply with the requirements of Building Regulation M4(2) 'accessible and adaptable dwellings'. 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 the dwelling is accessible and adaptable in accordance with Policy 3.8 of the London Plan.

Monitoring and Management Conditions

7. Removal of Permitted Development Rights

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development falling within CLASS A, B, C or E in Part 1 of Schedule 2 to that Order shall be carried out without the prior written permission of the Local Planning Authority.

Reason: In the interest of the character and amenities of the local area.

Informatives:

Working with the applicant:

In dealing with this application, Be First, working in partnership with the London Borough of Barking and Dagenham, has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) to work with the Applicant in a positive and proactive manner. As with all applicants, Be First has made available detailed advice in the form of statutory policies and all other relevant guidance, as well as offering a full pre-application advice service, so as to ensure the applicant has been given every opportunity to submit an application which is likely to be considered favourably.