

Delegated Report

Application for Planning Permission

Case Officer:	Cari Jones	Valid Date:	17 March 2021
Officer Recommendation:	Approved	Expiry Date:	12 May 2021
Application Number:	21/00302/FULL	Recommended Date:	20 April 2021
Address:	37 Trefgarne Road, Dagenham, RM10 7QT		
Proposal:	Construction of a new two storey, 2x bedroom dwellinghouse.		

Planning Constraints

None.

Site, Situation and Relevant Background Information

The application site forms the side garden of No.37 Trefgarne Road, which is a two storey end terrace house located on the southern side of Trefgarne Road, Dagenham. This application seeks planning permission for the construction of a new two storey, 2x bedroom dwellinghouse.

Currently occupied by one end terraced dwelling, the property has large front, side and rear gardens. Officers note that an outline planning application was submitted for a detached dwelling during 2015, which was found to be unacceptable due to the proximity of the pedestrian tactile crossing in front of the site. It was also thought that infilling an important gap within the street scene with a detached house unrelated to the character of the surrounding properties failed to protect the character and amenity of the area.

Key Issues

- Principle of the Development
- Dwelling Mix and Quality of Accommodation
- Design and Quality of Materials
- Impacts to Neighbouring Amenity
- Sustainable Transport
- Waste Management and Land Contamination

ASSESSMENT

Principle of the Development

Erection of 1 x 2 bedroom dwellinghouse

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'.

Furthermore, the London Plan (2021) Policy GG4 states that to create a housing market that works better for all Londoners, those involved in planning and development must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing. 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 echo the need to increase the housing supply to promote opportunity and provide real choice for all Londoners. Policy H2 seeks to ensure Borough's pro-actively support well-designed homes on small sites.

Policy CM1 of the Core Strategy DPD 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), in particular Strategic Policy SP3 outlines that support the delivery of homes on small sites and that address the boroughs housing needs and that development does not undermine the supply of self-contained housing, in particular family homes. Policy DMH2 seeks to ensure that development proposals provide a range of unit sizes.

The existing dwelling at the site comprises two bedrooms, with the proposed development introducing an additional two-bedroom dwelling. As such, it is noted that the existing dwelling will be retained as a good sized two-bedroom dwelling. 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. Whilst the property would have less than 3 bedrooms and would therefore not be classed as a 'family sized' dwellinghouse, Policy H10 of the London Plan emphasizes the need for housing size mix and states that 'Well-designed one- and two- bedroom units in suitable locations can attract those wanting to downsize from their existing homes, and this ability to free up existing family stock should be considered when assessing the unit mix of a new build development'. Therefore, 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 dwelling maintained. This need for suitable sites for housing is further emphasised within the Borough Wide DPD.

The proposed development will therefore create a net gain of 1 x 2 bedroom residential dwellinghouse within the borough which is supported by the above policies and is therefore in accordance with the NPPF, Policies GG4, H1, H2, H8, H9, H10 of the 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) and acceptable in regards to the principle of development.

Dwelling Mix and Quality of Accommodation

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. Policy D6 of the London Plan has specific regard to housing quality and standards and outlines that housing development should be of high quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.

The proposed new build two-bedroom property is located across two floors - ground and first, with a single staircase. The layout almost mirrors the layout of the existing dwelling at the site and provides a living area, wc and combined kitchen and dining at the ground floor level. At first floor level, the property will have two bedrooms towards the front and a bathroom towards the rear of the property.

The technical housing standards- nationally described space standard states that a 2 bedroom, 2 storey, 3 person dwellinghouse should have a minimum gross internal floor area of 70 sqm with 2.0 sqm of built-in storage. The standard also requires that a dwelling with two or more bedspaces has at least one double (or twin) bedroom. In order to provide one bedspace, a single bedroom must have a floor area of at least 7.5m² and is at least 2.15m wide. In order to provide two bedspaces, a double (or twin bedroom) should have a floor area of at least 11.5m². One double (or twin bedroom) should be at least 2.75m wide and every other double (or twin) bedroom at least 2.55m wide. The internal areas of the proposed dwelling are as follows:

Gross internal floor area: 73.50 sqm **Complies**
Bedroom 1: 9.70 sqm **Complies with single bedroom**
Bedroom 2: 12.44 sqm **Complies with double bedroom**
Storage: 2.06 sqm **Complies**

Officers note that the proposal would comply with the required gross internal floor area for a 2 bedroom, 2 storey, 3 person dwelling house. Furthermore, bedroom 1 complies with the requirements for a single bedroom and bedroom 2 complies with the requirement of a double bedroom, taking the total number of bedspaces provided within the property to 3. The applicant has also included a total of 2.06 sqm of storage space over both floors which also complies with the above requirement. As such, the internal amenity space is considered to provide a satisfactory and acceptable provision to meet the needs of future residents and ensure a satisfactory lifestyle is provided, in accordance with the Development Plan policies and guidance.

Policy D7 of the London Plan (2019) states that to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

As stated within the design and access statement; 'Access to the front door and within the site is generally level, with gradients at less than 1 in 20. A level threshold is to be provided at the entrance door, with toilet facilities on the entrance level as Approved Document M Diagrams'. The Council's Access Officer was consulted as part of this application and was happy with the proposed plans. Therefore, the proposal is considered acceptable and policy compliant in this regard.

External amenity space

With regards to external amenity space, Policy BP5 of the Borough Wide DPD requires new developments to provide adequate external amenity space is provided for new residential developments, which are private, useable, functional, and safe and easily accessible from living areas. This amenity space will normally be expected to, at least, meet the minimum standard of 50 sqm for a 2 bedroom house. The introduction of the additional dwelling on site will result in the reduction in the size of the garden of the host

dwelling, No.37 Trefgarne Road, resulting in a total external amenity area of 114.63 sqm. Furthermore, the applicant proposes the removal of the existing rear outbuilding which will enhance the total external garden space. The proposed new dwelling will have 64.72 sqm of external amenity space. As such, the proposed garden spaces are in exceed of the required size which further improves the standard of living experienced by future residents.

Therefore, in view of the above, Officers consider the proposed two bedroom dwelling house to provide appropriate internal and external amenity space for future residents to ensure a satisfactory lifestyle is achieved. The proposed development is considered acceptable and in accordance with Policies D4, D5 and D6 and D7 of the London Plan and Policies BC2, BP5 and BP6 of the Borough Wide DPD and the Technical housing standards - nationally described space standard.

Design and Quality of Materials

The application site is an end-terraced 2 bedroom house located on the southerly side of Trefgarne Road, Dagenham. This application seeks permission for the construction of a new two storey, 2x bedroom dwellinghouse.

Chapter 3 (Design) of the London Plan (2021) has specific policies which emphasize the importance of well-designed development proposals. Policy D1 states that Boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth. Area assessments should cover elements such as the housing types and tenure and urban form and structure. Policy D3 highlights that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Furthermore, proposals should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character. Policy D4 states that Design and access statements submitted with development proposals should demonstrate that the proposal meets the design requirements of the London Plan. The design of development proposals should be thoroughly scrutinised by borough planning, urban design, and conservation officers.

At a more localised level, Policy SP 2 of the Draft Local Plan (Regulation 19) reiterates that the Council will promote high-quality design, providing a safe, convenient, accessible and inclusive built environment and interesting public spaces and social infrastructure for all through recognising and celebrating local character and the borough's heritage, adopting a design-led approach to optimising density and site potential by responding positively to local distinctiveness and site context. Policy DMD 1 of the Draft Local Plan states that all development proposals should be creative and innovative, recognising that existing local character and accommodating change is not mutually exclusive, architecture should be responsive, authentic, engaging, and have an enduring appeal. Policy DMD 6 of the Draft Local Plan notes that householder extensions and alterations will need to be designed in a sensitive and appropriate manner, being sympathetic to the design of the original dwelling with regards to scale, form, materials and detailing.

The proposed new dwelling will have a width of 6.89 metres, which is approximately 0.34 metres wider than the existing dwelling at the site. Furthermore, the property will have a depth of 6.08 metres and will comprise a hipped roof with a gable end and the frontage will be flush with that of the terrace. As stated within the application form, the property will be finished in Brown-buff multi stock brick, Grey interlocking tiled roof and white upvc windows and doors to match the existing. Officers consider that the new dwelling will respect and mirror the character and appearance of the existing adjoining property and the wider terrace. Therefore, the overall design and finish of the dwelling is considered acceptable and policy compliant.

The design of Trefgarne Road predominantly includes rows of two storey terraces with a hipped roofsape with gable ends. Officers acknowledge that the applicant previously applied for outline permission in 2015 which was refused partly on the basis It was also thought that infilling an important gap within the street scene with a detached house unrelated to the character of the surrounding properties failed to protect the character and amenity of the area. Whilst Officers have considered this previous refusal, this proposal is different in the sense that the property would form part of the terrace instead of being detached from the other houses and as such, would not appear out place. Furthermore, Officers consider that whilst the construction of a new dwellinghouse on this currently vacant plot would compromise the existing openness at the site, there would still be a significant gap maintained between the new dwellinghouse and adjacent property No.35 to the south east of the site. Therefore, it is not considered that the proposed development would significantly alter the existing form of the terrace and would not harm the character of the street scene.

In conclusion, the design and appearance of the new dwelling house is considered acceptable and would have regard to the character of the existing property and the wider street scene. As such, the proposal is in accordance with the above Development Plan policies and guidance stated above.

Impacts to Neighbouring Amenity

The NPPF and policies within Chapter 4 of the London Plan all have relevance to the importance of quality development in addressing neighbouring amenity and avoiding any unacceptable impacts. Policy D6 of the London Plan states that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

On a local scale, Policy DMD 1 of the Draft Local Plan (Regulation 19) states that all development proposals should consider the impact on the amenity of neighbouring properties with regard to significant over looking (loss of privacy and immediate outlook) and

overshadowing (unacceptable loss of daylight and sunlight), wind and microclimate. Policy DMD 6 of the Draft Local Plan (Regulation 19) notes that householder extensions and alterations will need to be designed in a sensitive and appropriate manner, considering the impact on the amenity of neighbouring properties, avoiding significant overlooking (loss of privacy and immediate outlook) and over shadowing (loss of daylight and sunlight). Policies BP8 and BP11 of the Local Development Framework Borough Wide Development Plan also have specific regard to protecting residential amenity.

The proposed new dwelling will adjoin to the east the existing dwelling at the site (No.37 Trefgarne Road) and as an end-of-terrace, will not adjoin to any other neighbouring properties. The dwelling will be of the same scale and design as the existing houses on the terrace, therefore, it is not expected that the proposal will generate any harm to the amenity of neighbouring properties.

Officers do note that the new dwelling will increase the number of dwellings on the site to which in turn is likely to result in a minor increase in the number of comings and goings and general disturbances on the site, however, it is not considered that this will significantly increase the number of comings and goings and activity from the surrounding extended family dwelling houses which surround the site.

Overall, in view of the above assessment, it is not considered that the proposed new dwellinghouse would generate significant harm to neighbouring amenity and is therefore acceptable and in accordance with the above policies and guidance of the NPPF, London Plan, Draft Local Plan Reg 19, Borough Wide Development Plan and Residential Extensions and Alterations SPD.

Sustainable Transport

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 do 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 Chapter 10 policies and further supported by policy BR9 of the Borough Wide DPD and Policy DMT2 of the Draft Local Plan Reg 19. 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 10.3 of the London Plan. Policies T6 and T6.1 of the London Plan outline 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 current Public Transport Accessibility Level (PTAL) rating has been determined at 2 which represents a fairly poor level of public transport accessibility. Table 10.3 of London Plan outlines that within outer London area with a PTAL rating of 2-3 with 1-2 beds, should provide up to 0.75 spaces per dwelling. 4 car parking spaces have been proposed which is acceptable. However, as highlighted by the Council's Highways Officer, there is currently no vehicular dropped kerb at the existing dwelling. Therefore, a new vehicular dropped kerbed access will be required at both the existing dwelling. The applicant will need to submit a formal application to the Council Highways department to obtain the necessary approval. This will be notified under an informative on the decision notice.

Policies D3, T3 and T5 of the London Plan 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. Developments should provide cycle parking in line with the minimum standards outlined in Table 10.2 of the London Plan which for a 2 bedroom dwelling is 2 spaces for residents. The applicant has not proposed any cycle parking. Therefore, a condition will also be attached to ensure detailed plans are submitted and then implemented. These cycle parking spaces should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Notwithstanding, based on the information provided it is the considered view of LBBB Highways Officers that there is no apparent adverse highway safety issue or any substantial reason to object.

The application site is predominantly residential with many local amenities within easy walking distances. Its proximity to bus and tube stations provides frequent transport links to the wider London area with many local residents relying on public modes of transport. Officers do not consider the site to undermine the use of sustainable transport with the closest tube station (Dagnham Heathway) located 1.4 miles to the south of the site and Chadwell Heath Train Station to the north west and with numerous bus routes within walking proximity. These nearby provisions are considered to be likely used by visitors and by residents which is considered acceptable.

Upon consultation with LBBB Environmental Health, they noted that the locality does not support a "Healthy Streets" approach to town planning. Easily accessible and safe walking routes are not available for all users, particularly families with push chairs and people with disabilities, due to the pavement space being used for car parking. Whilst Officers consider this concern, given that the proposal will increase the supply of housing which is of good quality and would comply with the relevant policies and guidance in all other areas, on balance the benefits outweigh these potential issues, therefore the proposal is considered acceptable.

As such, Officers do consider the proposed development to have an acceptable impact on the highway and parking amenity and is not considered to undermine the use of sustainable and public transport with nearby public transport links being accessible if required. Officers consider the proposal, in addition with the associated conditions relating to cycle parking to be appropriate and

acceptable.

Waste Management and Land Contamination

Policy D6 of the London Plan states that Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste.

It is recommended to have space for a receptacle facility for refuse as well as recycling internally in the proposed dwelling around the kitchen area (inclusive of CEL). For the proposed 2-bedroom dwelling to the side of the existing property, there should be a dedicated space for 2 wheelie bins at the front of the property. A dedicated space for bin storage should be provided for both properties, existing and proposed, to their respective front sides, ensuring adequate spacing in between. Each wheelie bin requires a space of 1054 mm (h) X 452 mm (d) X 447 mm (w). Wheelie bins are to be presented on the day of collection at the edge of the boundary of the property. Since this is a corner property, bins should be presented at the boundary only on the day of collection. A hard standing should be provided at the boundary of the property without blocking the main access to the property and enabling easy access during the collection process from the public highway.

Officers note that the proposed dwelling and the existing dwelling are shown to have space for at least two wheelie bins which will be close to the boundary. Officers further consider there to be appropriate internal space for internal recycling facilities within the CEL area which is considered acceptable. An informative will also be attached to the decision notice stating the above. Overall, Officers consider the provisions, both internally and externally, for waste and recycling acceptable.

Officers note that comments have also been received by the LBB Environmental Health Officer regarding the need for a condition in relation to contaminated land due to the need for excavations and foundations for the new dwelling. The applicant has provided supporting phase desk study reports which addresses land contamination. LBB Environmental Health were of the opinion that the submitted report fulfils the pre-commencement requirement. However, 'the applicant will at the very least be required to submit waste transfer notes for the foundation ground removed, and confirmation that imported soil or re-used soil for garden areas is compliant. It is not meant to be onerous, but the remainder of the condition allows for activity as described by table 13, which if uncovered would need to be addressed within a framework, but if not uncovered can be discharged at a later date'. A condition has therefore been placed on this application, to ensure that the works should be undertaken in accordance with the relevant submitted documents.

CONCLUSION

The proposed development will result in the net gain of 1 x two bedroom, three person family dwellinghouse to the borough's housing stock which is welcomed within local policy. The proposed new dwelling will be of a good design which reflects and respects the character and appearance of the existing dwelling and the surrounding area which is considered acceptable and will provide appropriately sized rooms and CEL space for future residents with a large garden for external amenity space which is considered to provide a satisfactory lifestyle and living conditions for future residents which is promoted. Further the development is not considered to undermine the use of sustainable transport or result in unacceptable impacts upon neighbouring amenity. As such the proposed dwelling is considered acceptable and will be a welcomed addition within the borough.

APPENDIX 1

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:

National Planning Policy Framework (NPPF) (MHCLG, February 2019)

London Plan (March 2021) Chapter 4 Housing
Chapter 10 Transport
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 H10 Housing size mix
Policy H9 Ensuring the best use of stock

London Plan (March 2021)	<p>Policy H8 Loss of existing housing and estate redevelopment</p> <p>Policy GG1 Building strong and inclusive communities</p> <p>Policy GG3 Creating a healthy city</p> <p>Policy GG4 Delivering the Homes that Londoners need</p> <p>Policy D3 Optimising site capacity through design led approach</p> <p>Policy D14 Noise</p> <p>Policy T3 Transport capacity, connectivity and safeguarding</p> <p>Policy T5 Cycling</p> <p>Policy T6 Car Parking</p> <p>Policy T6.1 Residential Car Parking</p> <p>Table 10.2 Minimum cycle parking standards</p> <p>Table 10.3 Maximum residential parking standards</p>
Local Development Framework (LDF) Core Strategy (July 2010)	<p>Policy CM1 General Principles of Development</p> <p>Policy CM2 Managing Housing Growth</p> <p>Policy CP3 High quality-built environment</p>
Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)	<p>Policy BP5 External Amenity Space</p> <p>Policy BP8 Protecting Residential Amenity</p> <p>Policy BP10 Housing Density</p> <p>Policy BP11 Urban Design</p> <p>Policy BR9 Parking</p> <p>Policy BP6 Internal Space Standards</p> <p>Policy BC2 Accessible and Adaptable Housing</p> <p>Policy BR1 Environmental Building Standards</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 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></p>	
The London Borough of Barking and Dagenham's Draft Local Plan (Regulation 19 Consultation Version, October 2020)	<p>Strategic Policy SP2 Delivering a well-designed high quality and resilient built environment</p> <p>Strategic Policy SP3 Delivering homes that meet peoples' needs</p> <p>Policy DMH2 Housing Mix</p> <p>Policy DMD1 Securing high quality design</p> <p>Policy DMSI3 Nuisance</p> <p>Policy DMT2 Cycle and Car Parking</p>
Supplementary Planning Documents	<p>DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended) Housing Supplementary Planning Guidance (GLA, March 2016, Updated August 2017)</p>

APPENDIX 2

Relevant Planning History			
Application Number:	15/01332/OUT	Status:	Refused
Description:	Application for outline planning permission: Erection of dwelling on land adjacent to 37 Trefgarne Road.		

APPENDIX 3

Consultations

<i>Consultee:</i>	<i>Date Consulted:</i>	<i>Summary of response:</i>
LBBD Highways	18/03/2021	<ul style="list-style-type: none"> • Car Parking: 4 car parking spaces have been proposed. This is acceptable in principle. However, there is currently no vehicular dropped kerb at the existing dwelling. Therefore, a new vehicular dropped kerbed access will be required at both the existing dwelling. The applicant will need to submit a formal application to the Council Highways department to obtain the necessary approval. This should be notified under an informative • Cycle parking: The applicant has not proposed any cycle parking. However, the New London Plan states that for a 2-bed dwelling, there should be 2 cycle parking spaces. Therefore, a condition should be attached to ensure detailed plans are submitted and then implemented. These cycle parking spaces should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. • 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.
LBBD Environmental Protection	18/03/2021	<ul style="list-style-type: none"> • Condition regarding contaminated land. • On a different matter, in broader public health terms, the locality does not support a "Healthy Streets" approach to town planning. Easily accessible and safe walking routes are not available for all users, particularly families with push chairs and people with disabilities, due to the pavement space being used for car parking.
LBDD Refuse	18/03/2021	<p>It is recommended to have space for a receptacle facility for refuse as well as recycling internally in the proposed dwelling around the kitchen area (inclusive of CEL).</p> <p>For the proposed 2-bedroom dwelling to the side of the existing property, there should be a dedicated space for 2 wheelie bins at the front of the property. A dedicated space for bin storage should be provided for both properties, existing and proposed, to their respective front sides, ensuring adequate spacing in between .</p> <p>Each wheelie bin requires a space of 1054 mm (h) X 452 mm (d) X 447 mm (w).</p> <p>Wheelie bins are to be presented on the day of collection at the edge of the boundary of the property.</p> <p>Since this is a corner property, bins should be presented at the boundary only on the day of collection.</p> <p>A hard standing should be provided at the boundary of the property without blocking the main access to the property and enabling easy access during the collection process from the public highway.</p>
LBBD Access	18/03/2021	Happy with the proposed.

APPENDIX 4

Neighbour Notification	
Date Consultation Letter Sent	18-03-2021
<i>20 neighbours consulted. No response received.</i>	