

**The London Borough of
Barking & Dagenham
Planning Advice Note 9
Manor Road area**

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Planning Advice Note 9

Manor Road

Introduction

- 1.1 This Planning Advice Note focuses on the Manor Road area. The Manor Road area comprises Manor Road and the roads off it to the south and north including Aldborough Road, Manor Road, Charles Road, Goring Road, Norton Road, Dagmar Road and Cadiz Road. The purpose of this note to clarify how any proposals for intensification will be dealt with, with regard to Local Development Framework policies, the London Plan and national planning guidance. It cannot and does not introduce new planning policy. Although this note is directed at the Manor Road area the guidance could apply to any other part of the borough which has similar characteristics.



Relevant policies in the Barking and Dagenham Local Development Framework and what they mean for development proposals in the Manor Road area

Core Strategy

The Core Strategy Vision

- 1.2 The vision of the Core Strategy is to deliver a substantial number of new homes. These new homes will be of a high quality, design led and a significant proportion will be family sized. They will need to be design led as the Core Strategy vision is committed to ensuring that the constellation of neighbourhoods which comprise Barking and Dagenham retain their own distinct character. The vision is also clear that the borough will renowned as a pioneer in tackling and adapting to climate change, creating safer places to live and creating buildings and environments which foster civic pride.

Core Strategy Policies

- 1.3 Policy CM1 makes clear that residential development (particularly higher density development) will be focussed in the Key Regeneration Areas of Barking Town Centre, Barking Riverside and South Dagenham, and on previously developed land in other areas which have high Public Transport Accessibility Levels (i.e. levels 4-6).
- 1.4 Policy CM2 establishes the Council's housing supply target of 1190 new homes per year and explains how this will be met. Supply will be concentrated in the key regeneration areas and the sites included in the Site Specific Allocations DPD. These sites have sufficient capacity to meet the Council's housing supply target to 2025 and therefore there is no justification for seeking supply from Greenfield or Green Belt sites. This policy makes clear that it encourages the development of underused previously developed land and properties within existing urban areas with high Public Transport Accessibility Levels (PTAL 4-6).
- 1.5 The Manor Road area is PTAL 1-3 and most development opportunities for new housing are unlikely to involve previously developed land. This is because Planning Policy Statement 3 no longer classifies private residential gardens as previously developed land. Therefore the Manor Road area is not a part of the borough where the Core Strategy focuses new housing supply.
- 1.6 Policy CC1 sets out the Council's policy for family housing. It explains that due to the characteristics of housing need family housing is a priority. It recognises that not all sites will be suitable for family sized accommodation. For example in town centre locations where the size and form of the site is too tight, and where it would not be possible to provide a satisfactory environment for young children, particularly in respect of access to external amenity space.

- 1.7 However, unless such circumstances can be demonstrated and cannot be resolved, it makes clear that developments comprised solely of one and / or two bedroom flats will not be acceptable as these alone would not meet identified local or regional housing needs or contribute to a mixed and balanced community.
- 1.8 The policy defines family housing as housing with three or more bedrooms. However the Council recognises that two bedroomed houses with private gardens can also be suitable for smaller families and therefore would be reluctant for such properties to be lost to flatted schemes given that they provide less suitable accommodation for families.
- 1.9 Policy CP3 makes clear the Council's expectation that all development proposals will achieve high quality standards in relation to the design and layout of new buildings and spaces. In line with the Council's vision it states that development should respect and strengthen local character and history and provide a sense of place.
- 1.10 The distinct character of Manor Road and surrounding streets is due to:
- large and spacious plots and resultant low density suburban form of development
 - generally consistent building lines
 - unusual number of bungalows and chalets
 - within the above arrangement a variety of architectural styles.
- 1.11 Any redevelopment proposals should maintain these proportions and characteristics which give the area its unique feel and distinguishes it from other parts of the borough.

Borough Wide Development Policies

- 1.12 Policy BC4 in line with the Core Strategy makes clear that the Council is seeking to preserve and increase the stock of family housing in the Borough. Consequently, when planning permission is required, the Council will resist proposals which involve the loss of housing with three bedrooms or more.
- 1.13 Policy BC4 details the Council's approach to housing density. It explains that in light of the high levels of identified housing need, the Council will wish to see the optimum use made of all suitable sites in the Borough, subject to

accessibility, design requirements, site size and capacity, the provision of physical and social infrastructure and sustainability requirements. It goes on to say that development proposals will only be approved where the developer can demonstrate to the Council's satisfaction that the above key elements have been considered and that the proposal is in-line with the density matrix contained in the London Plan and the Council's Urban Design Framework Supplementary Planning Document.

- 1.14 The London Plan Density Matrix is set out in policy 3.4 of the Draft Replacement London Plan and provided on the next page.

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150–200 hr/ha	150–250 hr/ha	200–350 hr/ha
3.8–4.6 hr/unit	35–55 u/ha	35–65 u/ha	45–90 u/ha
3.1–3.7 hr/unit	40–65 u/ha	40–80 u/ha	55–115 u/ha
2.7–3.0 hr/unit	50–75 u/ha	50–95 u/ha	70–130 u/ha
Urban	150–250 hr/ha	200–450 hr/ha	200–700 hr/ha
3.8–4.6 hr/unit	35–65 u/ha	45–120 u/ha	45–185 u/ha
3.1–3.7 hr/unit	40–80 u/ha	55–145 u/ha	55–225 u/ha
2.7–3.0 hr/unit	50–95 u/ha	70–170 u/ha	70–260 u/ha
Central	150–300 hr/ha	300–650 hr/ha	650–1100 hr/ha
3.8–4.6 hr/unit	35–80 u/ha	65–170 u/ha	140–290 u/ha
3.1–3.7 hr/unit	40–100 u/ha	80–210 u/ha	175–355 u/ha
2.7–3.0 hr/unit	50–110 u/hr	100–240 u/ha	215–405 u/ha

suburban – areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.

- 1.15 Paragraph 3.23 of the London Plan explains that the form of housing output should be determined primarily by an assessment of housing requirements and not by assumptions as to the built form of the development. It clarifies that whilst there is usually scope to provide a mix of dwelling types in different locations, higher density provision for smaller households should be focused on areas with good public transport accessibility (measured by Public Transport Accessibility Levels [PTALs]), and lower density development is generally most appropriate for family housing.
- 1.16 Public Transport Accessibility Levels in the Manor Road area vary from 1-3 and the setting is suburban. The Draft London Plan Density Matrix sets a corresponding density range of 35-95 units per hectare. The Manor Road area does not have good public transport accessibility and therefore lower density, family housing is more appropriate. Consequently densities towards the lower end of this range (35-65 u/ha) are most suitable in the Manor Road area.
- 1.17 Policy BR9 covers the Council's car parking policy. It explains that the standards in the London Plan will be used as maximum parking standards for new developments. Due to the relatively low PTAL and the fact that for the reasons given family sized housing is likely to be most appropriate in this location the Council will expect in line with Table 6.1 of the London Plan that at least one car parking space per home is provided.

Summary

Development involving the loss of existing housing with 3 bedrooms or more in the Manor Road area.

- 1.18 In line with policy BC4 the Council will resist proposals for any development which results in the loss of a three bedroomed property.

Development involving the loss of existing housing with 2 bedrooms or less in the Manor Road area.

- 1.19 Proposals involving the redevelopment of two bedroomed properties should have a density between 35-65 units per hectare, not involve the loss of Greenfield land, not comprise solely of one and two bedroomed flats, respect and strengthen the character of the surrounding area and have at least one car parking space per home.
- 1.20 Due to the areas distinctive character and low PTAL rating it is very unlikely that any proposals involving the redevelopment of existing housing for flatted development would be allowed. However there may be occasions, due to the

many large plots in the area, where an existing house could be redeveloped to provide a larger property or a net increase in family housing subject to the areas distinctive character being maintained and other policies in the LDF being satisfied.

Pre-application discussions:

- 1.21 We strongly advise you to arrange to talk to a Planning Officer from the Council's Development Management team before submitting a planning application. This will help to identify any potential problems.

<http://www.lbdd.gov.uk/Environment/planning/Pages/Makeaplanningapplication.aspx>

Contacts

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(Please note that these contact details were correct at time of writing and are subject to change).

Appendix A

Glossary of Terms Used

Term	Definition
Core Strategy	The Local Development Framework document which sets out the long term spatial vision for the local authority and the spatial objectives and strategic policies to deliver that vision.
Borough Wide Development Policies	This document within the Local Development Framework will contain detailed forms of development policies. It will have the status of a Development Plan Document. <i>Also see Local Development Framework (LDF).</i>
Local Development Framework (LDF)	The Local Development Framework comprises a portfolio of development documents which includes the Core Strategy, Borough Wide Development Policies and Barking Town Centre Area Action Plan. The framework will help implement a wide range of programmes, such as regeneration, environmental protection, transport improvements, and waste disposal and management.
London Plan (The)	The Mayor of London has produced a new planning strategy for London. The London Plan replaces the previous strategic planning guidance for London (known as RPG3), issued by the Secretary of State. The London Plan is the name given to the Mayor's spatial development strategy.
Planning Policy Statement (PPS)	Statements of National Planning Policy issued by the Government (to replace Planning Policy Guidance Notes).