

MEETING

HENDON AREA PLANNING COMMITTEE

DATE AND TIME

WEDNESDAY 14TH JUNE, 2017

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG

TO: MEMBERS OF HENDON AREA PLANNING COMMITTEE (Quorum 3)

Chairman: Councillor Maureen Braun
Vice Chairman: Councillor Brian Gordon LLB

Councillor Claire Farrier Councillor Sury Khatri Councillor Hugh Rayner
Councillor Gill Sargeant Councillor Agnes Slocombe

Substitute Members

Councillor Tom Davey Councillor Val Duschinsky Councillor Helena Hart
Councillor Dr Devra Kay Councillor Charlie O-Macauley Councillor Mark Shooter
Councillor Zakia Zubairi

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Service contact: Salar Rida 020 8359 7113

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

| Item No | Title of Report | Pages |
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| 1. | Minutes | 5 - 8 |
| 2. | Absence of Members (if any) | |
| 3. | Declaration of Members' Disclosable and Pecuniary Interests and Non Pecuniary Interests | |
| 4. | Report of the Monitoring Officer (if any) | |
| 5. | Addendum (if applicable) | |
| | Edgware Ward | |
| 6. | 80 The Grove Edgware HA8 9QB - 17/1065/FUL | 9 - 26 |
| | Hendon Ward | |
| 7. | 16 Downage London NW4 1AH - 16/7140/HSE | 27 - 34 |
| | Mill Hill Ward | |
| 8. | Belmont Farm The Ridgeway London NW7 1QT - 17/1982/FUL | 35 - 56 |
| | West Hendon Ward | |
| 9. | 4 Rundell Crescent London NW4 3BP - 17/2288/FUL | 57 - 76 |
| 10. | 107 Station Road London NW4 4NT - 15/07483/FUL | 77 - 84 |
| 11. | Any item(s) the Chairman decides are urgent | |

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Decisions of the Hendon Area Planning Committee

9 May 2017

Members Present:-

AGENDA ITEM 1

Councillor Brian Gordon (Vice-Chairman)

Councillor Claire Farrier
Councillor Sury Khatri
Councillor Hugh Rayner

Councillor Gill Sargeant
Councillor Agnes Slocombe

Apologies for Absence

Councillor Maureen Braun

1. MINUTES

The minutes of the meeting held on 9 March 2017 were agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

An apology had been received from Councillor Maureen Braun.

3. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

4. DECLARATION OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON PECUNIARY INTERESTS (IF ANY)

Councillor Khatri declared a non-pecuniary but pre-determined interest in agenda item 8, relating to 77 and 79 Devonshire Avenue as a near neighbour.

Councillor Khatri, having declared pre-determination, would represent the views of neighbours and then withdraw from the meeting during debate and determination. This was in compliance with the Planning Code of Conduct.

5. ADDENDUM (IF APPLICABLE)

Items contained within the addendum would be dealt with under individual items.

6. 25 TRETAWN GARDENS LONDON NW7 4NP - 17/0739/HSE

The Committee received the report.

A representation was heard from the applicant.

RESOLVED that the application be approved, subject to the conditions detailed in the report.

| | |
|------------------|----------|
| For | 6 |
| Against | 0 |
| Abstained | 0 |

7. **ST VINCENTS FARM COTTAGE THE RIDGEWAY LONDON NW7 1EL - 16/8115/FUL**

Prior to consideration of this item, Councillor Rayner declared a non-pecuniary interest as he knew the applicant.

The Committee received the report.

RESOLVED that the application be approved, subject to the conditions detailed in the report.

| | |
|------------------|----------|
| For | 5 |
| Against | 0 |
| Abstained | 1 |

8. **77 AND 79 DEVONSHIRE ROAD LONDON NW7 1DR - 17/1375/FUL**

The Committee received the report and addendum to the report.

A representation was heard from Councillor Khatri, as he had withdrawn as a Committee Member for this item and was speaking as and on behalf of local residents, in line with the Planning Code of Conduct. He would leave the meeting during debate and determination.

The Committee voted on the recommendation in the report to approve the application, subject to conditions and the addendum:

| | |
|---------------------------|----------|
| For (approval) | 2 |
| Against (approval) | 3 |
| Abtained | 0 |

As a consequence of the above vote it was moved by Councillor Farrier and seconded by Councillor Sargeant that the application be **REFUSED** for the following reasons:

The four new dwellings as a result of their siting, size and bulk would relate poorly to neighbouring buildings, and constitute an overdevelopment appearing cramped, unduly obtrusive and detrimental to the character and appearance of the streetscene and general locality. This would be contrary to policy DM01 of the Local Plan Development Management Policies (Adopted) 2012.

| | |
|--------------------------|----------|
| For (refusal) | 3 |
| Against (refusal) | 2 |
| Abstained | 0 |

RESOLVED that

1. the application be **REFUSED** for the reasons detailed in Councillor Farrier's motion above;
2. Councillor Farrier be nominated to represent the Committee in the event that an appeal is heard.

THERE WAS A 9 MINUTE ADJOURNMENT AT 8.34PM FOR A COMFORT BREAK

9. THE VICARAGE DEANS LANE EDGWARE HA8 9NT - 16/7594/FUL

The Committee received the report.

A representation was heard from the applicant's agent.

RESOLVED that the application be approved, subject to the conditions detailed in the report.

| | |
|------------------|----------|
| For | 4 |
| Against | 2 |
| Abstained | 0 |

10. 71 VIVIAN AVENUE LONDON NW4 3XE - 17/0149/FUL

At 9.50pm, the Chairman used his discretion under Standing Orders to extend the time of the meeting to 10.30pm if necessary.

The Committee received the report.

Representations were heard from Marie McHale, Spiro Novruzaj and Councillor Langleben.

The Committee voted on the Officer's recommendation to approve the application:

| | |
|----------------------------|----------|
| For (Approval): | 3 |
| Against (Approval): | 3 |
| Abstained: | 0 |

The Chairman used his casting vote in favour of approval.

At this point Councillor Farrier and Councillor Sargeant REFERRED THE MATTER TO THE MAIN PLANNING COMMITTEE FOR REDETERMINATION, IN LINE WITH CONSTITUTIONAL RULES.

11. SIMON COURT, 2-4 NEELD CRESCENT BARNET

The Committee received the report.

Representations were heard from Mr Davila and Mrs Singh.

RESOLVED that the application be approved, subject to the conditions detailed in the report.

| | |
|------------|----------|
| For | 3 |
|------------|----------|

| | |
|------------------|----------|
| Against | 0 |
| Abstained | 3 |

12. PLANNING ENFORCEMENT QUARTERLY UPDATE JANUARY 2017 TO MARCH 2017

The Committee received the report.

RESOLVED that the update for the period of January to March 2017 be noted.

13. ANY ITEM(S) THE CHAIRMAN DECIDES ARE URGENT

None.

14. VOTE OF THANKS TO THE CHAIRMAN

Councillor Gordon, on behalf of the Committee, thanked Councillor Braun for her conduct as Chairman for the past year and wished her well as she was unable to attend this evening.

The meeting finished at 10.11pm

Location **80 The Grove Edgware HA8 9QB**

Reference: **17/1065/FUL**

Received: 21st February 2017

Accepted: 24th February 2017

Ward: Edgware

Expiry 21st April 2017

Applicant: Tranos (UK) Ltd

Proposal: Demolition of the existing dwelling and the erection of a two-storey building with rooms in roof space and basement level to provide 6no self-contained flats. Provision for parking

AGENDA ITEM 6

Recommendation: Approve subject to conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan

461716-2 (Existing Site Plan and Section)

461716-6 B (Proposed Sections)

461716-8 A (Proposed Elevations)

461716-9 A (Proposed Floor Plans)

461716-10 A (Proposed Site Plan)

15-1014-02 (Existing Plans)

15-1014-04 (Existing Elevations)

15-1014-05 (Existing Elevations)

Design and Access Statement (received 24/05/2017)

Phase II Arboricultural Impact Assessment (received 24/05/2017)

Supporting Planning Statement (received 24/05/2017)

Sustainability Appraisal (received 21/02/2017)

Transport Statement (received 24/05/2017)

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced

areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

4 No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

5 a) Before the development hereby permitted is first occupied, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in full accordance with the details as approved under this condition prior to the first occupation and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

6 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, a scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is occupied.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2015.

7 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

8 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby approved shall not be first occupied or brought into use until details of all acoustic walls, fencing and other acoustic barriers to be erected on the site have been submitted to the Local Planning Authority and approved in writing.

b) The details approved by this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy 7.15 of the London Plan 2015.

- 9 Prior to the first occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

- 10 The development shall be carried out in full accordance with the approved Phase II Arboricultural Impact Assessment (received 24/05/2017) and no site works shall take place until the temporary tree protection shown on the tree protection plan at Appendix 2 has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

- 11 Before the development hereby permitted is occupied, parking in accordance with drawing No. 461716-10A shall be provided for the use of the proposed development and that area shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development.

Reason: To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 12 Prior to occupation the approved development shall make provision for cycle parking and cycle storage facilities in accordance with London Plan Parking Standards and that such spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 13 No works on public highway as a result of the proposed development shall be carried out until detailed design drawings have been submitted and approved by the highway authority and works shall only be carried out in accordance with the approved plans. The applicant will be expected to enter into an agreement under Section 278 of the Highways Act with the Highways Authority, for works affecting public highway including creation of new accesses and reinstatement of the existing accesses and consequential damage to public highway as a result of the proposed development.

Reason: To ensure that the works on public highway are satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 14 The flat roof of the eastern projection at first floor level, hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 15 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

- 16 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 17 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future). The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 18 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 10% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 19 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

Informative(s):

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning

application has therefore been assessed at this time as liable for a payment under Barnet CIL.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

- 3 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 7294.

- 4 Any details submitted in respect of the Demolition Construction and Traffic Management Plan above shall control the hours, routes taken, means of access and security procedures including provision of Banksman where required for managing construction traffic to and from the site and for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.
- 5 In case if any modification is proposed or required to the existing access off the public highway then it will be subject to a detailed investigation by the Development and Regulatory Services. The maximum width of crossover allowed is 4.8m. This may involve relocation of any existing street furniture and would need to be done by the Highway Authority at the applicant's expense. Estimate for this and any associated work on public highway may be obtained from the Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

Officer's Assessment

1. Site Description

The application relates to the most northerly property on the eastern side of The Grove adjacent to its junction with the westbound carriageway of the A41 Edgware Way. The site measures an area of approximately 0.178 hectares and consists of a single storey bungalow with rooms in the roofspace. The site slopes sharply from the level of the A41 downwards and also the back of the dwelling which extends towards the rear of the site. The rear garden is long but narrows towards the rear where it reaches a watercourse that passes under the A41. There are a large number of trees located at the end of the site, including 1 TPO oak tree.

The street is characterised by a variety of residential dwellings comprising of two storey, semi-detached and detached houses along the eastern side of The Grove and single storey dwellings along the western side of The Grove.

2. Site History

Reference: 16/1260/FUL

Address: 80 The Grove, Edgware, HA8 9QB

Decision: Withdrawn

Decision Date: 6 April 2016

Description: Demolition of existing dwelling and erection of new 2 storey/3 storey building with accommodation in roofspace providing 9 no. self-contained flats. Provision of 9 no. off-street parking spaces, cycle and refuse storage and amenity space. Creation of new vehicular access

3. Proposal

The application seeks to redevelop the site, with the demolition of the existing bungalow and the construction of a two storey building, with lower ground floor at the rear and rooms in the roofspace. The building would provide of 6no. self-contained flats. Access to the site would be attained through the existing southern crossover, with a new side access driveway leading to 5 parking spaces created along the northern part of the site. A further parking space is proposed along the southern boundary. In order to provide the side access drive, it is necessary to remove a linear section of the northern slope and the levels retained through the construction of a retaining wall. New landscaping is proposed along the northern and western edges adjacent to A41 and The Grove and also along the southern edge with No.78 The Grove. A new 2.2m high acoustic high is proposed to be installed along the northern boundary edge with the A41.

A number of amendments have been made to the proposal including:

- Redesign of front elevation to reflect the existing character of the street;
- Reduction of rear projection and removal of layout and bulk on the first and second floors along the southern edge;
- Reduction in length of proposed side drive along the northern edge and relocation of proposed parking spaces;
- Removal of dormer windows on the front and side (south) elevations and replacement with rooflights;
- Removal of external balconies; and
- Siting of proposed building located further away from No.78 The Grove.

4. Public Consultation

Consultation letters were sent to 48 neighbouring properties. Following the submission of amended plans, the application has been subject to re-consultation.

Overall 49 responses have been received, comprising 49 letters of objection. In addition, a petition objecting to the proposed development containing 60 signatures has been submitted to the Council.

The objections received can be summarised as follows:

- Principle of flats is not in keeping;
- Layout and density is excessive;
- Proposal is not in keeping in terms of scale and appearance to the buildings in the immediate area;
- Overlooking;
- Loss of light and cause overshadowing;
- Insufficient off-street street parking proposed;
- Increase highways danger from vehicles turning from A41 onto The Grove and Hazel Gardens;
- Increase of noise and disturbance;
- Risk of flooding from increased development on the site; and
- Increase stress on local drainage and infrastructure.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS9
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM17

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)
Sustainable Design and Construction SPD (adopted October 2016)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of development;
- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Provision of adequate accommodation for future occupiers;
- Highways and parking provision; and
- Any other material considerations.

5.3 Assessment of proposals

Principle of development

In determining whether flats are appropriate, Policy DM01 of Barnet's Development Management Policies states that consideration should be given to the character of the road and the loss of houses in roads characterised by houses will not normally be appropriate.

In considering the character and context of this street, while the street consists of single family dwellings and policy DM01 is resistant to new flatted development in such cases, when assessing development proposals, the Planning Authority will take into account any relevant material considerations such as other similar patterns of approved development for flats along the A41 and A1 highways. In this instance, it is noted that there are a number of higher density schemes that have been developed along both sides of the A41 and in particular to the rear, where there are a number of high density flatted buildings. Further larger developments are also situated to the northern side of Edgware Way as well as to the east closer to the roundabout junction with the A41 and the A1. On its own merits, the proposal would conflict with Policy DM01, however, when the Planning Authority considers the other relevant material considerations, it is considered that there is potential for a new flatted development on this site which takes into account the local pattern of development. The Planning Authority considers that an appropriate scheme which is of an acceptable design, scale and layout and reflective of the pattern of development, may not undermine the local character of the surrounding area.

With regards to density, Barnet's approach is to optimise housing density in order to achieve appropriate development. This is set within the context of the Sustainable Residential Quality Density Matrix in Table 3.2 of the London Plan. This matrix sets out appropriate density ranges for suburban, urban and central locations which reflect the setting of site in terms of its location, existing building form and massing and public transport accessibility level (PTAL). The Planning Authority considers that the site can be classed as having a suburban setting and has a PTAL level of 3. The proposal would provide 6 units with a total of approximately 24 habitable rooms. The site measures 0.178ha and the London plan would indicate an appropriate density of between 150-250 habitable rooms per hectare and 35-65 units per hectare. In this instance, the proposal would result in a density of approximately 106 hr/ha and 34 units per ha, which would be within the density ranges for a PTAL 2-3 (Suburban) location. As such this density is considered to be acceptable.

The proposed development would provide a mix of dwelling types, comprising, 1 x 1 bedroom unit, 2 x 3 bedroom units and 2 x 3 bedroom units. Policy DM08 states that homes with 3 bedrooms are a medium priority and therefore the proposal would help contribute towards this provision and the Borough's overall housing supply.

Character and appearance

Policy DM01 expects that development proposals should be based on an understanding of local characteristics and should respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

When analysing the street pattern, there is a rhythm of two-storey houses with a consistency of projecting front gables/bay windows, hipped roof design, spacing between properties, building heights and building lines. A large number of the dwellings have areas of hardstanding to the front to accommodate off-street parking.

The application seeks to demolish the existing detached bungalow and redevelop the site with a site two-storey building with rooms in the roofspace and lower ground floor. The proposed building would represent an increase in the footprint, width, depth and bulk compared to the existing building but would maintain the existing height and building line of the street. The design, layout massing and bulk has been subject to further discussion and negotiation with the applicant and following the submission of amendments, the Planning Authority considers that the proposal is much more appropriate with regards these matters. The proposal is considered to respect the 2 storey nature of the streetscene and its overall height is reflective of the adjacent properties. The additional lower ground level would be built into the steep slope at the rear and is not considered to have an adverse visual impact on the character of the site or surrounding area. The front elevation has a stepped elevation with a main projecting front wall which is considered to sufficiently incorporate and reflect existing streetscene features. The proposed finishing materials of white render and tile roof are considered to be in-keeping with the streetscene. The proposed footprint of the building would have an appropriate setting between the adjacent property. Overall, the Planning Authority considers that the proposed scheme is reflective of the neighbouring properties, relates appropriately to No.78 The Grove and provides a suitable transition between the corner site and A41 and The Grove.

The proposed works to remove a section of northern slope would only be visible from within the site and the erection of a 2.2m acoustic fence is not considered to raise any visual impacts which would cause significant concern.

Impact on neighbouring amenity

The privacy of existing developments should be protected and gardens and windows to habitable rooms should not be significantly overlooked. Design solutions through layout of habitable rooms, window placement and building orientation should be used to address privacy and overlooking issues. Barnet policy DM01 advises that schemes which significantly harm the amenity of neighbouring occupiers will be refused planning permission.

Planning Officers consider that the potential for any impacts on residential amenity is limited to the adjacent property No.78. The original scheme submitted was considered to adversely impact No.78 in terms of the massing and bulk of the rear projection and the addition of windows and balcony's along the southern elevation would have resulted in overlooking issues. Following discussions with the applicant, a revised scheme has now been submitted where the rear projection has been located within the middle of the site and stepped away from the southern boundary. The rear area of the proposed building would be limited to a ground and lower ground floor levels. Planning Officers are now satisfied that the proposal has an acceptable relationship to the adjoining property and is not considered to raise issues of loss of light, overbearing or sense of enclosure. There are only windows proposed on the ground and lower ground floor on the southern elevation facing No.78 and as such the proposal is not considered to raise any overlooking impacts.

Provision of adequate accommodation for future occupiers

In terms of the amenity for future occupiers, the Planning Authority would expect a high standard of internal design and layout in new residential development in order to provide an adequate standard of accommodation. Table 3.3 within Policy 3.5 of the London Plan 2016 provides minimum space standards for new dwellings. The proposal provides the following units:

| | | |
|--------|------|---------|
| Flat 1 | 3b5p | 84sq.m |
| Flat 2 | 2b3p | 62sq.m |
| Flat 3 | 2b3p | 61sq.m |
| Flat 4 | 2b3p | 62sq.m |
| Flat 5 | 1b1p | 38sq.m |
| Flat 6 | 3b5p | 108sq.m |

Each of the proposed units would exceed the required standard for internal floorspace. All of the units would have dual aspect outlooks and are considered to receive adequate levels of daylight/sunlight.

The Sustainable Design and Construction SPD states that for flats, 5 sqm of external amenity space should be provided per habitable room. Overall the development would be required to provide 95sq.m of outdoor amenity space. All of the units would have access to the long rear garden which would significantly exceed this requirement.

Highways and parking

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management

Plan document sets out the parking standards that the Council will apply when assessing new developments.

Policy DM17 sets out parking standards as follows for the residential use:

For 1 bedroom units 0.0 - 1.0 space per unit
For 2 and 3 bedroom units 1.0 - 1.5 spaces per unit

Based on the above parking standards, the parking requirement for the proposed development is calculated as follows:

1 x 1b = a range of (0.0 - 1.0) = 0.0 - 1.0 parking spaces required
3 x 2b = a range of (1.0 - 1.5) = 3.0 - 4.5 parking spaces required
2 x 3b = a range of (1.0 - 1.5) = 2.0 - 3.0 parking spaces required

This equates to a range of parking provision of between 5 to 8.5 parking spaces to meet the Barnet Local Plan parking standards contained in Policy DM17. The proposal provides 6 off-street parking spaces. The Council's Traffic and Development service has reviewed the revised proposal and submitted Transport Statement, and has raised no objections to the proposed parking provision.

The main issue that is raised by all the letters of representation is the potential impact in terms of highways safety and vehicle movements relating to traffic coming off the A41. The site is currently served by two crossovers leading to off-street parking provision. As part of the development it is proposed to close off the northern crossover and utilise the southern crossover as the main access point into and out of the site. Therefore the removal of the northern crossover is considered to improve the existing street conditions and road safety as there will no longer be vehicles entering the site, immediately after leaving the A41. The southern crossover is located approximately 22m from the A41 and as it already exists, its utilisation as part of this scheme would not raise new highways issues. The Council's Traffic and Development service has reviewed the vehicular access and has raised no objections.

Other material considerations

Landscaping

An Arboricultural Impact Assessment has been submitted with the application which identifies approximately 30 trees on site (3 along the northern elevation and 27 to the rear). An oak tree is subject to a Tree Preservation Order (TPO) just beyond the end of the site.

The report states that there would be no removal of trees required to facilitate the building footprint. However, it is proposed to remove 2 trees along the northern boundary in order to accommodate car parking bays 4 and 5. The protected and better quality oak trees at the rear of the site would be unaffected. Along the southern boundary, the creation of a footpath would fall within the root protection areas of a number of trees. In order to ensure their protection, it is proposed to construct this path using a minimal / no-dig Cellular Confinement System and a specific method statement will be created and tree protection barriers installed. A temporary tree protection barrier will be installed around the site.

In terms of proposed landscaping, it is recognised that the existing planted northern boundary contributes to the character of the area and offers a level of screening between

the site and the A41. While it is proposed to remove 2 trees along this boundary, it is proposed to enhance and increase the landscaping along this area which would increase the screening and help mitigate the noise of the A41.

Overall, the Planning Authority is satisfied with the landscaping proposed and that there would be a minimal tree loss on site.

Flooding

At the very rear edge of the site, there is a watercourse known as Broadfield Ditch which flows south along the eastern site boundary. A flood risk assessment (FRA) has been submitted with the application.

The site is shown by the Environment Agency (EA) flood map for planning to lie predominately with a Flood Zone 1 designation, with a small area to the east falling within the boundaries of Flood Zones 2 and 3. However, there is no development proposed within the Flood 2 and 3 boundaries. The existing use of the site is as a residential dwelling and the use of the site will remain residential, albeit with an intensification of the site. Under the NPPF, the development can be classified as being 'more vulnerable.' The rear elevation of the proposed development would measure approximately 30m from the ditch.

The FRA concludes that the risk of river flooding is low due to the elevation of the site above surrounding areas of floodplain. The elevation of the plot also places it at a low risk of surface water flooding whilst impermeable site geology implies a low susceptibility to groundwater flooding. Modest elevation of the ground floor level, threshold and appropriate drainage are required to mitigate residual flood risk. The development will not increase offsite flood risk by displacing fluvial flood water and due to impermeable geology, non-infiltration sustainable drainage systems (SuDS) are proposed to prevent overburdening of local watercourses. It is also worth noting that the FRA was assessed on the original proposed development which has been amended to remove the proposed car parking area further west within the site.

A number of measures are proposed to further reduce any flooding risk. The report proposes that through the modest raising of finished ground floor level and through an elevated threshold to lower ground floor areas, the impact of residual flood risk can be mitigated. The drainage design for the proposed development would respect sustainable drainage principles using a combination of source control measures such as permeable pavements in conjunction with an attenuated drainage connection to an adjacent watercourse. Drainage of the subterranean structure will be required to prevent the build-up of groundwater behind the lower ground floor.

Taking into account the consideration of the submitted FRA, the proposed development is not considered to create a flood risk detrimental to the future occupiers of the site or the surrounding area.

5.4 Response to Public Consultation

Principle of flats is not in keeping - Discussed within report. Having regard to material considerations, it is considered that the principle of flats is acceptable in this location.

Layout and density is excessive - These elements have been reduced since the original scheme and Planning Officers consider that the proposal is now acceptable.

Proposal is not in keeping in terms of scale and appearance to the buildings in the immediate area - Design of the proposal has been amended to reflect the streetscene appearance. The proposed building is of a similar height and the rear projection has been reduced and moved away from the southern boundary.

Overlooking - No windows proposed above ground floor along the southern elevation facing No.78.

Loss of light and cause overshadowing - Amendments were sought to reduce the massing and bulk along the southern elevation in order to remove any loss of light or overshadowing.

Insufficient off-street street parking proposed - The Council's Traffic and Development service has reviewed the proposal and the parking provision is considered acceptable.

Increase highways danger from vehicles turning from A41 onto The Grove and Hazel Gardens - No new vehicular access is being created, proposed to utilise existing crossover so the street conditions will not be altered.

Increase of noise and disturbance - The proposed residential use is considered in-keeping with the character of the street and while there will be an intensification of units on site, the use is not considered to result in a significant noise level which would significantly harm neighbouring properties. The vehicular access already exists and the on-site parking provision is located predominately away from the adjacent properties.

Risk of flooding from increased development on the site - A flood risk assessment has been submitted and considered by the Planning Authority. It is considered that the assessment has considered the flood risk and proposed specific measures. As a result, the scheme would satisfy the standing advice for local authorities and developers.

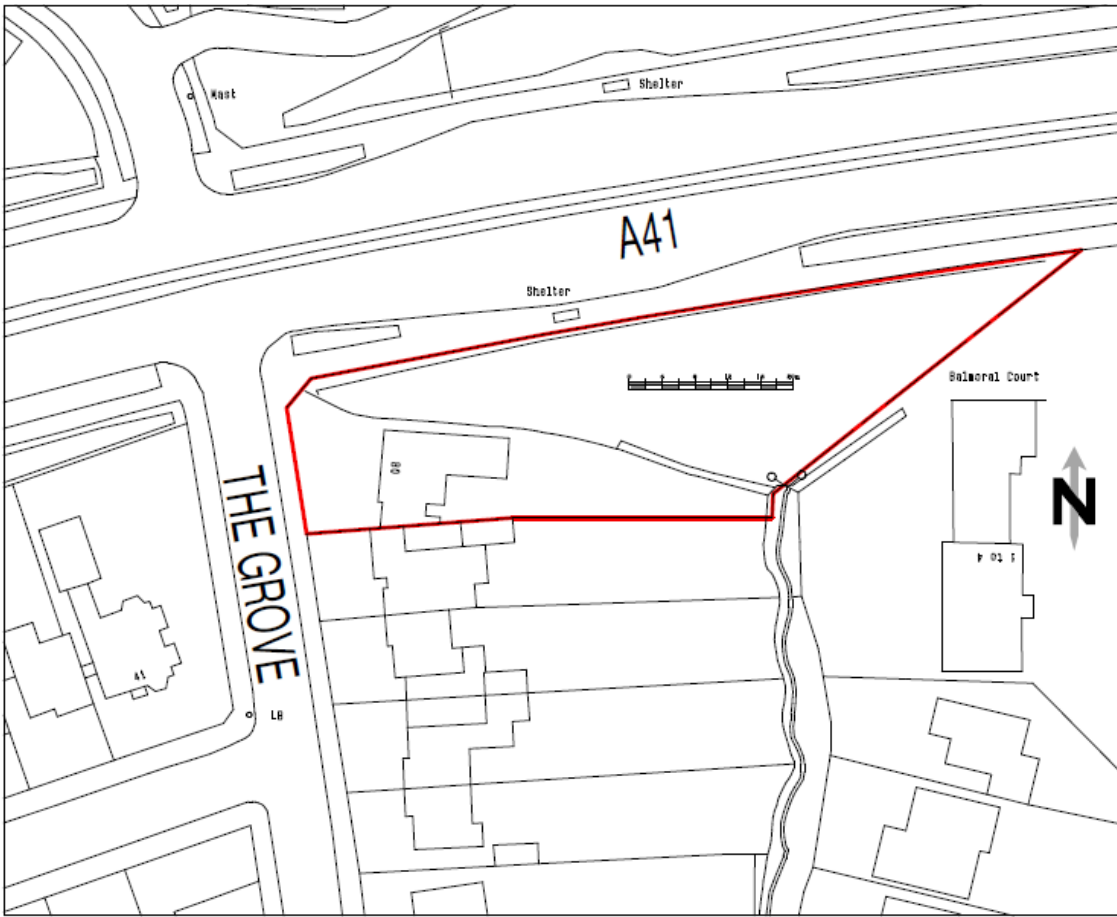
Increase stress on local drainage and infrastructure - The proposal would be connected to the public sewer and so considered acceptable. The proposal would be liable for contributions towards the Community Infrastructure Levy (CIL) and all other matters have been discussed in the main body of this report.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval.



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Location **16 Downage London NW4 1AH**

Reference: **16/7140/HSE**

Received: 9th November 2016

Accepted: 15th November 2016

Ward: Hendon

Expiry 10th January 2017

Applicant: Mr & Mrs B Georgiou

Proposal: Ground floor and first floor side/rear extension. Roof extensions including raising of the eaves of the main dwelling by 0.75 metres, relocation of stain glass gable window, new roof dormers and new rooflights. Amendments to driveway and vehicle entrance/exit. New boundary wall and 2 no. automatic sliding vehicle access gate. New hard and soft landscaping. [AMENDED DESCRIPTION]

AGENDA ITEM 7

Recommendation: Refuse

- 1 The proposed increase in the height of the building would by reason of its height and its change to the appearance of the elevations would fail to result in subordinate and proportionate additions to the main building, to the detriment of the character and appearance of the host property, street scene and surrounding area. In this regard, the proposal is considered unacceptable and fails to comply with Policy DM01 of the Barnet Development Management Policies DPD, Policy CS5 of the Barnet's Core Strategy (2012) and the guidance set out in Barnet's adopted Residential Design Guidance SPD (2016).

Informative(s):

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. To assist applicants in submitting development proposals, the Local Planning Authority (LPA) has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered.

The applicant did not seek to engage with the LPA prior to the submission of this application through the established formal pre-application advice service. The LPA has discussed the proposal with the applicant/agent where necessary during the application process. Unfortunately the scheme is not considered to accord with the Development Plan. If the applicant wishes to submit a further application, the Council is willing to assist in identifying possible solutions through the pre-application advice service.

- 2 The plans accompanying this application are:

168.000.01 - Existing Site Plan

168.000.02 - Existing Plot

168.000 Rev D - Existing Ground Floor Plan
168.001 Rev D - Existing First Floor Plan
168.001 Rev D - Existing Roof Plan
168.301 Rev C - Existing North West Elevation
168.302 Rev A - Existing West Elevation
168.303 Rev A - Existing South West Elevation
168.304 Rev B - Existing South East Elevation
168.305 Rev B - Existing North East Elevation

168.311 Rev K - Proposed North West Elevation
168.312 Rev G - Proposed West Elevation
168.313 Rev E - Proposed South West Elevation
168.314 Rev D - Proposed South East Elevation
168.315 Rev G - Proposed North Elevation
168.100 Rev H Proposed Ground Floor Plan
168.101 Rev K Proposed First Floor Plan
168.102 Rev G Proposed Loft Plan
168.103 Rev D Proposed Roof Plan
1681.100.02 Rev D Proposed Site Plan

Officer's Assessment

1. Site Description

The application site is a detached dwelling located on the east side of the Downage.

The property is sited on a bend, as the road curves south-easterly to join with Parson Street.

As such the property benefits from a large frontage which affords a degree of presence along the street scene.

The property has benefitted from numerous extension and additions in the past.

The property is not located within a conservation area and is not a listed building.

2. Site History

Reference: W11238

Address: 16 Downage London NW4

Decision: Approved subject to conditions

Decision date: 15 September 1997

Description: Ground floor side and rear extensions, first floor side extension, conversion of garage to living accommodation.

Reference: W11238A

Address: 16 Downage London NW4

Decision: Approved subject to conditions

Decision date: 30 March 1999

Description: Front porch and canopy extension to be used as a balcony.

Reference: 16/2529/HSE

Address: 16 Downage, London, NW4 1AH

Decision: Withdrawn

Decision Date: 8 August 2016

Description: Ground and first floor side/rear extension. Roof extension including 2 no. side dormers and 1 no. inverted dormer to facilitate loft conversion. New boundary wall with railings

3. Proposal

The application proposes:

- Ground floor and first floor side/rear extension.
- Roof extensions including raising of the eaves of the main dwelling by 0.75 metres, relocation of stain glass gable window, new roof dormers and new rooflights.
- Amendments to driveway and vehicle entrance/exit.
- New boundary wall and 2 no. automatic sliding vehicle access gate. New hard and soft landscaping.

Amendments were received by the Local Planning Authority, however it is considered they remain unacceptable, as discussed in the main body of the report.

4. Public Consultation

Consultation letters were sent to 15 neighbouring properties.
0 responses have been received.

Councillor Braun has called the application into Committee.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the

development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.
- Relevant Development Management Policies: DM01, DM02.

The Council's approach to extensions as set out in Policy DM01 is to minimise their impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.
- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.
- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents.

5.3 Assessment of proposals

Paragraph 56 of the NPPF (2012) states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Policy CS5 of Barnet's Core Strategy (2012) states that the Council will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design.

Policy DM01 of Barnet's Development Management Policies Documents DPD (2012) states that development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

Impact on character and appearance:

The application proposes to extend the existing attached garage forward by 1.6 metres. It would remain set behind the main front wall by 1.1 metres. The garage would be extended to the rear by 0.6 metres and set off the side wall by 1.5 metres.

The first floor side extension would be built above the garage and would project a width of 4.1 metres from the main side wall. It would project a depth of 7.5 metres. This extension would be set back from the front main wall by 1.1 metres and would be set in from the side boundary by 1 metre and the extension would be set down from the main ridge by 0.5 metres as recommended in design guidance.

Beyond this, the application proposes a first floor rear extension, located above the flat roof of the ground floor kitchen and garden room. This would project a depth of 5 metres and have a width of 3.5 metres.

Paragraph 14.9 of the Residential Design Guidance SPD (2016) states that consistency with the original type of a building can be achieved by respecting the proportions of the existing house and reflecting the character of the original house.

Guidance states that whichever type of design, an extension should normally be subordinate, should respect the original building, and should not be overly-dominant.

The applicant also proposes to raise the eaves of the whole of the main dwelling by 0.75 metres to provide a new level of accommodation in the roof, in addition to roof dormers and rooflights. The works would consequently raise the height of the building.

The property is sited on a bend as the road curves south-easterly to join with Parson Street. As such the property benefits from a large double-bay frontage which affords it a degree of presence along the street scene. It is considered that due to the properties' siting, the raising of the eaves by 0.75 metres would result in the building appearing unduly prominent and incongruous within its setting. It would generate excessive height out of keeping and uncharacteristic with the form of development within the street. The property has an expansive roof element which would be enlarged and raised. Furthermore, the

proposed development would increase the gap between the upper windows and the eaves which would also be uncharacteristic of properties in this street and would also exacerbate the additional height being envisaged by this development.

For the above reasons it is considered that the proposed extensions, would fail to respect the proportions or character of the original house.

Therefore the quantum of extensions, would fail to preserve or enhance local character, and would not represent good design, contrary to Policy DM01 and Policy CS1, as well as the principles of the NPPF (2012).

Impact on amenity

In regards to the first floor side extension above the garage, planning records of No. 18 Downage (reference H/04704/11, dated 02 February 2012) indicate that there are no side windows at first floor facing the application property and the ground floor side windows are not primary windows. Thus it is considered that the first floor side extension (above the garage) would not cause harm to the amenity of these occupiers.

Beyond this, the application proposes a first floor rear extension, located above the flat roof of the ground floor kitchen and garden room. This would project a depth of 5 metres and have a width of 3.5 metres. It would be set from the boundary adjacent to No. 18 Downage by 4.6 metres. It is considered this is a suitable distance to safeguard the amenity of occupiers at No. 18. The first floor side extensions would not be visible from No. 14 Downage.

In conclusion, no demonstrable harm to residential amenity would arise from the development.

Alterations to the front driveway:

Upon amendments, the front boundary wall has been reduced to 1 metre in height, and thus complies with the requirements of the Class A, Part 2, Schedule 2 of the General Permitted Development Order 2015.

All other alterations proposed to the frontage are deemed acceptable.

5.4 Response to Public Consultation

N/A

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

Having taken all material considerations into account, it is considered that the proposed development, would have an unacceptable impact on the character and appearance of the application site and the street scene. This application is therefore recommended for refusal.

8. Conditions on any appeal

Should an appeal against this decision be allowed the Local Planning Authority would ask that the following conditions are applied to any consent:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

168.000.01 - Existing Site Plan
168.000.02 - Existing Plot
168.000 Rev D - Existing Ground Floor Plan
168.001 Rev D - Existing First Floor Plan
168.001 Rev D - Existing Roof Plan
168.301 Rev C - Existing North West Elevation
168.302 Rev A - Existing West Elevation
168.303 Rev A - Existing South West Elevation
168.304 Rev B - Existing South East Elevation
168.305 Rev B - Existing North East Elevation

168.311 Rev K - Proposed North West Elevation
168.312 Rev G - Proposed West Elevation
168.313 Rev E - Proposed South West Elevation
168.314 Rev D - Proposed South East Elevation
168.315 Rev G - Proposed North Elevation
168.100 Rev H Proposed Ground Floor Plan
168.101 Rev K Proposed First Floor Plan
168.102 Rev G Proposed Loft Plan
168.103 Rev D Proposed Roof Plan
1681.100.02 Rev D Proposed Site Plan

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

2. This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

3. The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

Reason: To safeguard the visual amenities of the building and surrounding area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012)



Location Belmont Farm The Ridgeway London NW7 1QT

Reference: 17/1982/FUL

Received: 28th March 2017

Accepted: 30th March 2017

Ward: Mill Hill

Expiry 25th May 2017

Applicant: Mr Luke Winham

Proposal: Demolition of existing buildings and erection of single storey buildings to facilitate use as a children's nursery and associated changes to landscaping.

AGENDA ITEM 8

Recommendation: Approve subject to s106

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. A requirement that the applicant shall enter into a Full Travel Plan that seek to reduce reliance on the use of the private car, promote sustainable means of transport and include the appointment of an appropriately qualified Travel Plan Champion.
4. A contribution of £5,000 towards the monitoring of the Travel Plans for the development.

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Planning Performance and Business Development Manager/Head of Development Management approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Planning Performance and Business Development Manager/Head of Development Management:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: 16096 - P01 - A; 002 issue E; 003 issue D; 005 issue B; 006 issue A; 007 issue A; BLFMTPR-MAR17; clement acoustics report 7148-NIA-01; Transport statement May 2017; nursery travel plan March 2017; B. J. Unwin

tree survey March 2017; 16096 - P05; 16096 - P03; 16096 - P04; 16096 - P06; 16096 - P02- A; 16069 - SU02; 16096 - P07.

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2015.

- 4 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

- 5 Before the development hereby permitted is occupied, parking spaces and the access to the parking spaces shall be provided in accordance with Revised Drawing No. 16096-P02-A with the planning application. Thereafter, the parking spaces shall be used only for the visitors to the children's nursery and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Policy CS9 of Core Strategy (Adopted) September 2012 Policy and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 6 Before the development hereby permitted is commenced a scheme showing disabled access to the property shall be submitted to and approved by the local planning authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.

Reason: To ensure and promote easier access for disabled persons to the approved building in accordance in accordance with London Borough of Barnet's Policy CS9 of Core Strategy (Adopted) September 2012 Policy and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 7 Before the development hereby permitted is occupied; Cycle parking spaces shall be provided in accordance with the London Plan Cycle Parking Standards and such spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 8 Before the permitted development commences details of the refuse collection arrangements and access to the refuse collection area shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 9 a) No development or site works shall take place on site until a 'Demolition & Construction Method Statement' has been submitted to and approved in writing by, the Local Planning Authority.

The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.21 of the London Plan (2015).

- 10 No works on public highway as a result of the proposed development shall be carried out until detailed design drawings have been submitted and approved by the highway authority and works shall only be carried out in accordance with the approved plans. The applicant will be expected to enter into an agreement under Section 278 of the Highways Act with the Highways Authority, for works affecting public highway including creation of new accesses and reinstatement of the existing accesses and consequential damage to public highway as a result of the proposed development.

Reason: To ensure that the works on public highway are satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 11 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 12 The use hereby permitted shall not be open to members of the public before 8am or after 6pm on weekdays and will be closed weekends and Bank and Public Holidays.

Reason: To safeguard the amenities of occupiers of adjoining residential properties.

- 13 The premises shall be used for a children's nursery and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

- 14 a) No development other than demolition works shall take place until details of all extraction and ventilation equipment to be installed as part of the development, including a technical report have been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

15 The number of children on the premises shall not exceed 100 at any one time.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

16 a) No development other than demolition works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings has been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

17 The development hereby approved shall not be occupied unless and until a Landscape Management Plan, including details of the long term design objectives, management responsibilities and maintenance schedules for the landscaped parts of the site (other than for small privately owned domestic gardens) shall have been submitted to the Local Planning Authority and approved in writing. The management of the landscaping at the site shall be carried out in full accordance with the details in the approved Landscape Management Plan.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan 2012 and policy 7.21 of the London Plan

18 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any

part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2015.

19 a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in particular T30 and T31 in relation to service runs, demolition, level changes and the proposed parking close to T30 and T31 in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

20 Works shall be carried out in accordance with the submitted arboricultural method statement.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

RECOMMENDATION III:

That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 01/09/2017 unless otherwise agreed in writing, the head of service REFUSE the application under delegated powers for the following reason(s):

The proposed development does not include a formal undertaking to meet the costs of monitoring of the Travel Plan. The proposal would therefore not address the impacts of the development, contrary to Policy CS15 of the Local Plan Core Strategy (adopted September 2012), and the Planning Obligations SPD (adopted April 2013).

Informative(s):

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.
- 3 In case if any modification is proposed or required to the existing access off the public highway then it will be subject to a detailed investigation by the Crossover Team in Environment, Planning & Regeneration Directorate. This may involve relocation of any existing street furniture and would need to be done by the Highway Authority at the applicant's expense. Estimate for this and any associated work on public highway may be obtained from the Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.
- 4 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
 - 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
 - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);

- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

Officer's Assessment

1. Site Description

The application site is located in the far western corner of an extensive area of open farmland running from the east of The Ridgeway (the B6552) to the suburban development of Woodside Park, 2.5km to the east which is bounded by Totteridge Lane, the A5109 to the north and the suburban development 1.5km to the south around Frith Manor.

The site sits within the Metropolitan Green Belt and Mill Hill Conservation Area. Since 2009 the site has been occupied by Belmont Children's Farm. The farm expects around 50,000 visitors annually and utilises buildings that were previously part of an equestrian centre on the farm.

The farm is contained within a well-defined area and because of the sloping nature of the land much of the development will not be seen from The Ridgeway.

A number of the pre-existing stables, forming a block near The Ridgeway frontage but beyond the lip of the ridge and the mature trees which sit behind the pond, have been refurbished and are now open to the public as a children's farm, this is current subject to enforcement notice, which in turn was upheld at appeal.

Previously the stables had been used as part of the equestrian centre (which ceased in 1998-99) and in connection with the stabling of horses and ancillary storage.

The stables and other buildings on the wider Belmont Estate comprises a single planning unit, of mixed use consisting of ancillary residential, equestrian and agricultural uses and activities. The use of the site was subject to a High Court ruling in 2003 which determined that the site was a sui generis composite (agricultural/equestrian/residential) use. The Council argue that this remains the lawful status of the site and as such, any material change in the composition of that use requires express permission.

2. Site History

Reference: 15/06794/FUL

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Approved subject to conditions

Decision Date: 3 February 2016

Description: Relocation of an existing fixed twin mobile home (granted under application W00180BS/07) 100 meters to the north east of its present location

Reference: H/04062/13

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Refused

Decision Date: 5 November 2013

Description: Variation of Condition 10 (children's play facilities) pursuant to planning permission reference H/01150/12 dated 03/06/2012. Variation to enable construction of children's play facilities upon Local Authority approval.

Reference: H/04060/13

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Refused

Decision Date: 4 November 2013

Description: Variation of Condition 4 (opening hours) pursuant to planning permission H/01150/12 dated 03/06/13. Variations involve extending the opening times for the building, access, and car park from 6:30am to 10:00pm Monday to Friday and 9am to 10pm Saturdays, Sundays and Bank Holidays.

Reference: H/06082/13

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Refused

Decision Date: 17 February 2014

Description: Variation of Condition 10 (children's play facilities) pursuant to planning permission reference H/01150/12 dated 03/06/2012. Variation to enable construction of children's play facilities upon Local Authority approval.

Reference: H/05605/13

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Refused

Decision Date: 23 January 2014

Description: Variation of Condition 4 (Opening Hours) pursuant to planning permission H/01150/12 dated 03/06/2013. Variations include public opening times from 6:30am to 10:00pm Monday to Friday, and 9:00am to 10:00pm Saturday, Sunday and Bank Holidays.

Reference: H/01150/12

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Approved following legal agreement

Decision Date: 3 June 2013

Description: Change of use of existing indoor riding school to provide for the relocation of the existing unauthorised children's Farm. Addition of animal enclosures. Alterations to existing access and provision of 50 no. car parking spaces.

Reference: H/00554/12

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Refused

Decision Date: 22 January 2013

Description: Part demolition, extension and alteration of existing buildings including existing bungalow, and change of use to provide a 4 bedroom bungalow (land currently occupied by children's farm).

Reference: H/00652/12

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Approved subject to conditions

Decision Date: 22 January 2013

Description: Demolition of stables and ancillary farm buildings.

Reference: H/04579/11

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Approved subject to conditions

Decision Date: 30 July 2012

Description: Installation of an 11.8m high slimline monopole and 2no. equipment cabinets to replace the existing equipment within the existing Vodafone compound at Belmont Farm.

Reference: W00180BQ/05

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Refused

Decision Date: 13 April 2005

Description: The Installation of a 10m monopole (telecommunications mast) with telegraph pole design, with 3 No. shrouded antennas, radio equipment housings and ancillary development.

Reference: W00180BL/03

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Refused

Decision Date: 6 February 2004

Description: Installation of 27m high telecommunications lattice mast with 6 cross polar antennae and 2 relay dishes and associated equipment cabin and 1.8m high chain-link fence.

Reference: W00180BF/02

Address: Belmont Farm, The Ridgeway, London, NW7 1QT

Decision: Refused

Decision Date: 26 April 2002

Description: Erection of 21 metre high lattice mast with 4 antennae in new post and rail fenced compound, in addition to a separate, ancillary single storey equipment cabin.

3. Proposal

The proposal relates to the demolition of existing buildings on site and erection of single storey buildings and associated changes to landscaping. The proposal will be used as a purpose built children's nursery.

The building will appear as single storey with pitched roof. The building will have a total volume of 1438.7m³.

The building will be sited in the position of the existing children's farm buildings.

The nursery will be a private children's day nursery, providing childcare for children aged 3 months to 5 years, during 51 weeks of the year.

The nursery will operate from 8:00am to 6:00pm 5 days a week.

Morning sessions will run from 8:00am to 1:00pm and

Afternoon sessions will run from 1:00pm to 6:00pm.

4. Public Consultation

Consultation letters were sent to 16 neighbouring properties.

15 responses have been received, comprising 12 letters of objection, 2 letters of support and 1 letter of comment.

The objections received can be summarised as follows:

Impact on green belt.

Impact on traffic, danger of increased traffic.

Impact on neighbours and surrounding existing users including school children at neighbouring schools.

Impact on trees, landscaping and wildlife.

Very special circumstances must be demonstrated.

Intensify inappropriate use in the greenbelt.

Increased traffic and parking problems.

Hazard with increased number of cars and children in surrounding area.

Existing farm is operating without planning permission.

4 large schools already exist along The Ridgeway and this will worsen the problem of traffic.

Unrestricted use.

The level of use of the approved bungalow is significantly different than a children's nursery.

Bungalow was allowed because there was an existing mobile home on the site.

Recent decision in regards to Hasmorean in the green belt is an example of a horrible example for further development.

Impact on wildlife, flora and fauna.

Increased pollution levels.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.
- Relevant Development Management Policies: DM01, DM02, DM04, DM06, DM13, DM15, DM17.

The Council's approach to development as set out in Policy DM01 is to minimise the impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.
- Mill Hill Character Appraisal.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the openness of the Greenbelt.
- Whether harm would be caused to character of the Mill Hill Conservation Area.
- Principle of use of site as children's nursery
- Whether harm would be caused to the living conditions of neighbouring residents.
- Whether harm would be caused to character of the Mill Hill Conservation Area.
- Whether harm would be caused to traffic and parking
- Whether harm would be caused to existing trees and landscaping

5.3 Assessment of proposals

Impact on the character of the area

A material consideration in the determination for development on this site is the approved scheme for the demolition of the existing buildings and erection of a 5 bedroom bungalow (reference H/04537/14); this permission is extant given the approval in October 2014.

The proposed building would be single storey, generally cover the same footprint as the previously approved building on the site (for a bungalow), with the exception of some alterations, and would have lower eaves than the approved. In the report provided, the applicant has specified that the combined alterations from the approved building (in terms of footprint and height) would result in a building than the approved form.

The building would be arranged with the administration areas to the northwest adjacent to the entrance and the teaching areas centrally and to the east.

The proposal is considered to be acceptable in terms of character and appearance and of the site of which it forms a part. It should be noted that a single storey building has previously been consented and the proposal is largely the same with some design alterations including changes to the design of the roof creating a simpler more symmetrical roof form across the building. Policy DM01 of the Development Management Policies (Adopted) 2012 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers.

In addition to the NPPF, Policy CS5 of the Core Strategy states that the Council "will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design". In addition to this, Policy DM01 of the Council's Development Management Policies 2012 states that "development proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets... development (should) demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused".

Impact on the Greenbelt

Policy context

Section 9 of the National Planning Policy Framework (NPPF) sets out the Government's approach to protecting Green Belt Land, and the Council's Planning Policy DM15 of the Core Strategy reiterates the NPPF's requirements.

The NPPF sets out in Paragraph 80 that the Green belt serves the following principals: to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

In addition, the NPPF outlines in Paragraph 89 that new buildings in the Greenbelt are inappropriate, with the exception of (in part) a limited number of scenarios to this general approach. In this case, of most relevance are the exceptions detailing:

Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The NPPF advocates that inappropriate development should not be approved except in very special circumstances, and very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. The NPPF makes it clear that substantial weight should be given to any harm to the Green Belt.

London Plan policy 7.16 states that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is

appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.

Policy DM15 of the Development Management Policy DPD reiterates the NPPF's requirements and states that development in the Green Belt will only be acceptable where they are essential facilities for appropriate uses which do not have an adverse impact on the openness of the Green Belt.

Openness of the green belt

The applicant has specified that the proposed building would be comparable to the footprint previously considered to be acceptable for the demolition and rebuild to erect a residential unit (planning reference H/04537/14).

It has been argued that the site should be considered as previously developed land, therefore the proposal would fall within the exception categories of paragraph 89 of the NPPF mentioned above. In this regard the proposed scheme, which would result in a net reduction in built footprint and volume of new buildings, compared to the extant planning consent (argued as a fall-back position). It is accepted that in terms of the built form, the proposed scheme would not be considered to have a greater impact than the extant development.

In terms of the footprint, volume and quantum level of development the proposed development is not considered to result in harm to the openness of the green belt. The location of the proposed building is in the same location as existing buildings and an extant permission and therefore would not result in further sprawl.

Visual amenity of the green belt

Notwithstanding that the Council accepts that the development meets one of exceptions of paragraph 89, officers also consider that although in isolation, the new building itself would not have a materially greater impact on the openness of the green belt than the approved bungalow, however the use is not confined solely to the building. Whilst, the proposal would result in the reduction in the level of hardstanding for parking, the proposed use would result in more intense levels of activity, likely to be constant throughout the day with drop-offs pick-ups, compared to the lawful use of the site as an equestrian centre (regardless of the existing farm use in the current location, which is considered to be unlawful).

The applicant has provided details of the use of the nursery and how this will compare to the Equestrian Centre use in terms of impact on the greenbelt and the intensity of use. The proposed nursery would operate during the hours of 08.00-18.00 on Mondays to Fridays whereas the previous Equestrian Centre use of the land provided somewhere in the region of 320-420 individual riding lessons per day, using up to 140 horses and ponies, within the hours of 06.30-21.30 and operated at week-ends as well as during the week. As such, it is not considered that the nursery use would be more 'intensive' than the former use and the level of activity generated would be tangibly reduced relative to that generated when the Equestrian Centre (the lawful use of the site) was operating at its peak.

In regards to establishing whether the site is considered as 'previously developed land', if the proposal is not considered as previously developed then the site where the nursery will be located would be considered as agricultural, if the site did comprise agricultural land, it would entail that the existing buildings could potentially be converted to create a children's

nursery (of up to 500 sq. m in floor area) in accordance with the PD rights bestowed by Schedule 2, Part 3, Class S of the Town and Country Planning (General Permitted Development) (England) Order 2015. Additionally, the re-use of the existing buildings would also potentially fall within one of the other categories of appropriate development, as per para 90 of the NPPF, namely:-

"The re-use of buildings provided that the buildings are of permanent and substantial construction".

In this context, if the proposed use could potentially be undertaken in the existing buildings as PD (via the Prior Approval route) or with the benefit of planning permission, it is considered that the erection of a new build nursery with a reduced footprint/volume, an enhanced design, form and appearance and constructed to a far higher standard of energy and water efficiency would be likely to comprise the 'very special circumstances' necessary to justify the Council's support of the scheme (subject, of course, to satisfying the Council that the development was acceptable in highway/traffic and noise/disturbance terms).

As expanded upon later in the report it is considered that there is sufficient demonstration by the applicant that there is a need for new nursery accommodation within the borough and more specifically Mill Hill. This is expanded upon later in this report. It is considered that there are very special circumstances in this case.

It is considered that the proposal is acceptable in greenbelt terms and meets the requirements of policy DM15 of the development management plan policies.

Impact on the Mill Hill Conservation Area

Within the Mill Hill Conservation Area Character Appraisal Statement (Adopted 2008), the local area is characterised by 'the attractive linear views along the length of the Ridgeway... enhanced greatly by the intermittent trees and hedges, which form a distinct boundary to the road. They provide a strong green barrier to the traffic and the properties that they enclose.' (p.18) Furthermore, it is noted how 'many buildings are well screened by mature trees and hedgerows' (p.34).

The entire site is located within the Mill Hill Conservation Area and, as mentioned, the proposed building would be set back from The Ridgeway.

The proposed building would be well set well within the grounds of the site; it would sit at a lower level than The Ridgeway. As with the existing building, its visibility from the street would be limited.

The proposed building would have a low profile in terms of both height and indicative materials (timber boarding, facing brick and slate). The principle of the bulk, mass and scale has already been established by the existing buildings and the approved consent. As mentioned above, the footprint of the building is similar to that approved and. The proposed building is considered to have an acceptable impact on the character of the conservation area. Details of the proposed materials is conditioned.

Due to the nature of the proposed use, there would be a need for some form of boundary treatment. It is recommended that this is carefully considered and that it reflects the semi-rural setting (such as post fencing for example) details of this are to be secured by way of condition.

Whether the proposed use as a children's nursery is acceptable

The proposal accords with London Plan policy 3.16, which supports the provision of the new social infrastructure required to meet the demands of a growing and changing population and with London Plan policy 3.18 which states that proposals seeking to provide new educational facilities will be encouraged.

In a similar vein, Core Strategy policy CS10 and DMDPD policy DM13 promote the development of new facilities that support the needs of local communities. This policy approach is under-pinned by the Council's evidence base (Childcare Sufficiency Assessment, 2015) which notes an unprecedented and increasing demand for childcare facilities across the Borough of Barnet.

As far as Mill Hill is concerned, it is particularly apposite to note that the existing level of known childcare provision equates to only 24% of the total number of 0-4 year olds in the Ward and, in absolute terms, there is a deficit of over 1,000 places relative to the 0-4 population (i.e. there are 1,316 0-4 year olds and only 314 known childcare places). Given the projected 8% growth in the overall population of the Ward between 2012 - 2022 it is considered that there is a requirement for additional nursery spaces. The principle of the use is considered to be acceptable.

The Core Strategy at policy CS10 outwardly supports the provision of educational facilities and also states that the Council will work to enable the development of free schools or other parent enabled schools. It is considered that the development would satisfy this particular requirement.

The current unmet need is a material planning consideration where it can be demonstrated by the, Education Strategy for Barnet 2013 - 2014/2015 - 2016. Page 28 of this document sets out how the Council will seek to secure sufficient high quality provision and widen local opportunity. It states that the Borough is witnessing a significant growth in the number of children and young people living in Barnet and this is projected to continue rising until at least 2020.

The document states that the delivery of effective early years education, [...] requires a sufficient supply of high quality settings that can meet the diverse needs of Barnet's children located where it meets the needs of parents and their families.

Impact on the amenities of neighbours

Given the distance of the proposed building away from neighbouring buildings on The Ridgeway, particularly the residential properties Mill Brae to the southwest and Sheepwood to the southeast to the south, and the lower setting of the proposed building due to the topography, it is not considered that the building itself would have adverse impact on the visual amenities of these residents. As per above comments the building is similar in terms of scale to the previously approved bungalow.

The Council's Environmental Health team have assessed the applications in terms of noise and disturbance and contamination risk at the site. A contamination report is to be secured by way of condition. The Environmental Health team have not raised any concerns in relation to noise and disturbance generated by the proposal. To ensure that there is no undue noise breakout, conditions for further information in regards to background noise levels and any necessary mitigation measures are secured.

Traffic and parking

The development proposals comprise the demolition of the existing buildings which comprise the Children's Farm, relocation of the Children's Farm operation to the rear of the wider site and the redevelopment of the land to provide a new nursery school building capable of accommodating 100 pupils.

It is anticipated that 20 staff are likely to be employed at the site.

Parking Assessment:

The proposal is to remove the existing 92 space car park to the front of the farm buildings provided the pending planning application 15/05843/FUL is approved. A staff car parking area for the nursery proposal will be created to the north of the nursery school building, providing a total of 9 parking spaces, including one disabled parking space. The applicant has confirmed that in absence of any prescriptive parking standards for Nursery school uses outlined in the London Plan, the number of car parking spaces has been derived on the basis of predicted staff need at the site.

75% of the staff is likely to be present on site at any one time which equates to 15 staff. Therefore provision of 9 parking spaces for 15 staff members is considered acceptable on highway grounds.

It is proposed that Cycle parking will be provided on site to accord with London Plan standards.

Drop-off and Pick up Provision:

The drop/off zone outside the front of the proposed nursery building will be provided to a width of 8.65m and approximately 24m length serving as a short term parking area for parents of nursery pupils.

Beyond the drop/off zone, access to the staff car park will be provided. To allow a smooth egress from the site, the road will re-join the new access road to the Children's Farm, thereby forming a circulatory route.

Parking Layout:

The applicant is advised that the manoeuvring space fronting the proposed staff parking must 6 metres.

Proposed Access Road:

It is proposed that the existing 'Out' access is to be stopped up and retain the existing 'In' access as a two way road to the site, allowing two large cars to pass each other. The proposed access road width will increase to 4.85m and link with a drop-off zone to the north of the proposed nursery buildings. Preceding this, a new access road will branch off and lead along the north-western boundary of the site to the new Children's Farm, the subject of the pending undecided planning application Ref: 15/05843/FUL.

A circular access arrangement is proposed for the access and egress from the site.

The applicant is advised that any works on public highways including provision of a new access of any alteration proposed to the existing or access to the site from public highway would require the applicant to enter into S278 of the Highways Act and would be required to submit technical details to the highway authority for approval and undertake construction in accordance with the approved details.

It is proposed in the TS that the sightlines of 90m are achievable in both the leading and trailing direction from the site access onto The Ridgeway, in line with both Manual for Streets (2.4m x 43m for 30mph road) and DMRB guidance (2.4m x 90m at 37mph). The leading sightline is partially obscured by the bus shelter but given that the shelter has Perspex construction, and there are only 3 buses per hour for the majority of the day, this is not considered to present an adverse risk to road pedestrian safety.

Pedestrian Access Arrangements:

On the southeast side of the access road a 2.0m wide pedestrian footway will be provided allowing dedicated pedestrian access to the nursery development from The Ridgeway. Both the vehicular and pedestrian site accesses will be gated. The gates will remain permanently open during daytime hours to allow uninterrupted access to the site.

Delivery and Servicing Arrangements:

Refuse store will need to be within 10m of public highway. Alternatively, the refuse bins will be required to be brought to the edge of the public highway on the collection day otherwise the access will need to be construction to the Council's Adoptable Standards.

The applicant may also be expected to sign a Waiver of Liability and Indemnity Agreement to indemnify the Council against any liability as a result of consequential damage to private access if the Council's refuse vehicle is expected to access the site to collect refuse.

The applicant is advised to consult the Emergency Services to ensure that Arrangements are in place and are approved by the Emergency Services.

Transport Statement:

Transport Statement (TS) prepared by Milestone Transport Planning was been submitted with the planning application.

Trip Assessment:

Existing Trips:

The application site itself only forms part of the current Children's Farm operation on the wider Belmont Farm site, for the purpose of a robust assessment the consultant has considered the full trip generation characteristics of the Children's Farm in order to gauge the proportional impact of new trips to the site, which, following the planning approval of application ref: 15/05843/FUL, will occur alongside those of the relocated Children's Farm.

Proposed Trips:

The consultant have undertaken the trip assessment for the proposed nursery use which indicated the likely trip generation of around 223 weekday daily vehicular trips of which 58

would take place in the AM peak hour period (0800-0900) and 44 would take place during the PM peak hour period (1700-1800).

Travel Plan:

The proposed Nursery use will require a Travel Plan. A S106 contribution of £5,000 will be required towards the monitoring of the Travel Plan. However, the applicant is advised that any wider proposal for the site including the proposals under the pending application would require additional contributions towards a site wide Travel Plan.

S106 contributions towards mitigating the likely impact of any overspill parking that may result from the significant loss of parking on site and the impact of the staff seeking to park on public highway due to limited provision of staff parking on site. These mitigations may be in a form of the provision of waiting restrictions, School Keep Clear Markings etc.

S106 Contributions

£5000 will need to be secured towards the monitoring of the Travel Plan.

£10,000 towards the potential need to provide School Keep Clear markings and waiting restrictions if required.

Trees and landscaping

The Council's tree officer has undertaken a site visit and has reviewed the submitted information and raises no principle objection to the proposal. It is considered that subject to the development being carried out in accordance with the submitted method statement which is to be secured by way of condition the application is acceptable in tree terms.

Trees G115, T116, T118, G121, H100, T98, T99 and T40 are required to be removed to facilitate the development. The loss of these trees will have an impact within the site but not in the wider area. Replacement planting shown on the landscaping plans SO4160 provide sufficient number of trees to offset this loss in the medium to long term.

A number of arboricultural works have been recommended in the submitted tree report and are primarily for good arboricultural management but will also facilitate the landscaping and development proposals.

The extent of these works is broadly acceptable and the majority are recommended for good tree management reasons.

The arboricultural report suggests that T32 to T39 which will overhang the proposed new nursery may require removal to prevent excessive shading. These trees must remain in-situ until all aspects of the development have been completed and 2 full seasons of use has past. Then their suitability can be re-assessed. Young trees and new tree are to be planted in the proposed new meadows; these trees must be protected from animal damage.

The species selected for new planting are acceptable and will provide long term visual amenity.

Environmental health considerations

The environmental health team have reviewed the application and are satisfied with the proposal. It is not considered that the proposal will give rise to noise levels to a degree that would be harmful. A noise management plan is to be secured by way of condition and will require details of and enforcement of but not limited to the supervision of children, windows to be kept closed when rooms in occupation apart from purge ventilation and play areas to be limited in early hours.

5.4 Response to Public Consultation

It is acknowledged that the existing children's farm use is unlawful in its current form and location. It should be noted that there is an extant permission for the children's farm within a different location on the site.

The traffic and development team have reviewed the application and are satisfied with the proposal subject to conditions and legal agreement to secure the nursery travel plan.

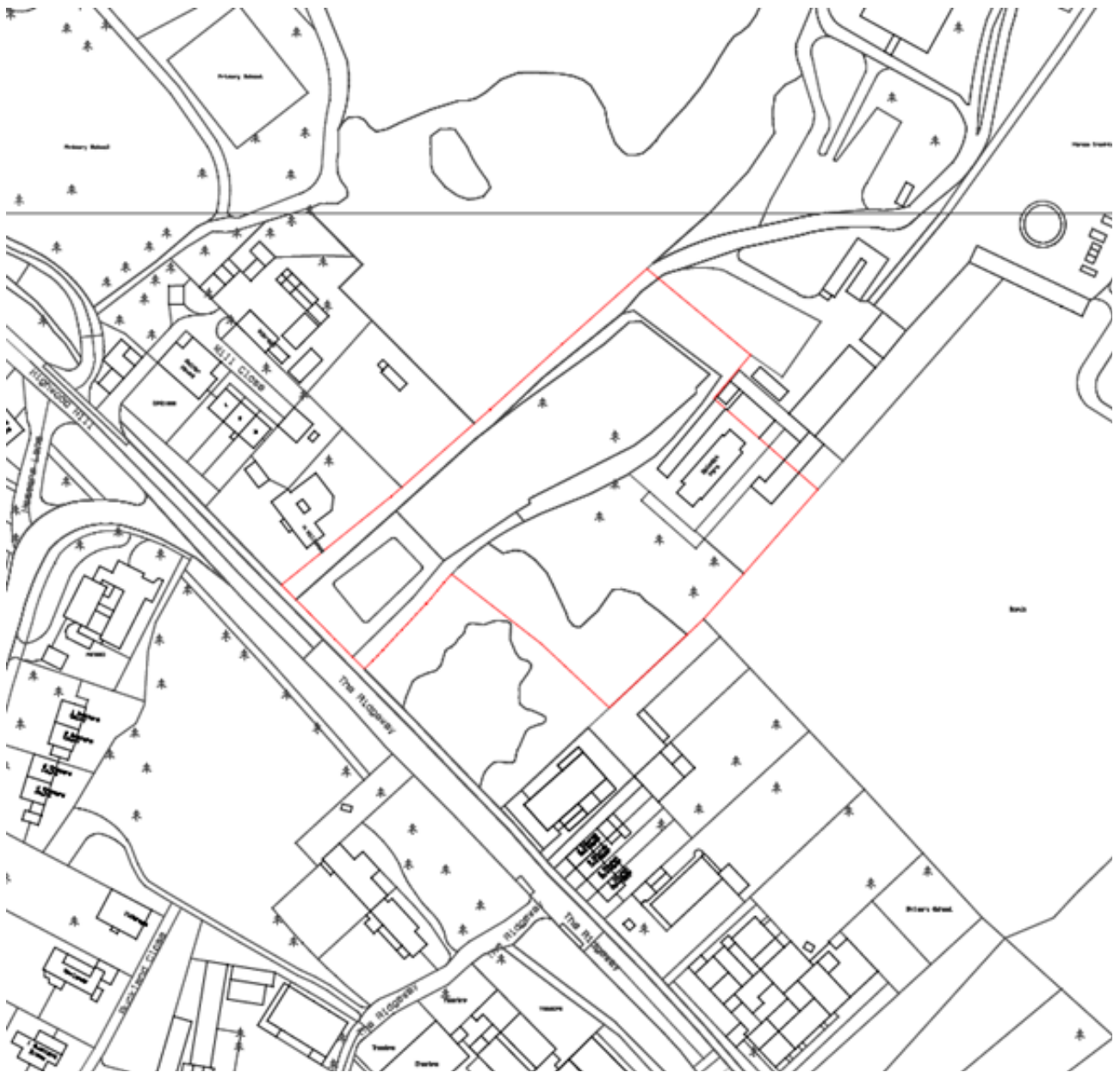
The trees officer has reviewed the proposal and is satisfied with the submitted method statement and in compliance with this method statement and a further method statement being submitted it is not considered that the tree works proposed would be harmful to the character of the area. The works being undertaken are largely for good management of the trees, however, some are proposed to facilitate the development, the extent of these works is considered to be acceptable.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

The proposal is considered to accord with the requirements of the Development Plan and is therefore recommended for approval.



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Location **4 Rundell Crescent London NW4 3BP**

Reference: **17/2288/FUL**

Received: 7th April 2017

AGENDA ITEM 9

Accepted: 25th April 2017

Ward: West Hendon

Expiry 20th June 2017

Applicant: Mr

Proposal: Conversion of existing dwelling into 2no semi detached houses including part single, part two-storey side and rear extension following partial demolition of main building and demolition of existing garage. Formation of front bay windows and new entrances. Roof extension involving new side and rear dormer windows, 2no rooflights to front elevation. Provision of 4no off street parking spaces, refuse/recycling stores associated hard and soft landscaping and amenity space

Recommendation: Approve subject to conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan; Drawing no. 4RC 10-004 Rev 1; Drawing no. 4RC 10-001; Drawing no. 4RC 10-002; Drawing no. 4RC 10-003; Drawing no. 4RC 11-001 Rev 2; Drawing no. 4RC 11-002 Rev 2; Drawing no. 4RC 11-003 Rev 2; Drawing no. 4RC 11-001 Rev 2; Planning, Design and Accesss Statement by Urban Planning Practice dated March 2017; Sustainability Statement by Urban Planning Practice dated April 2017.

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

Reason: To safeguard the visual amenities of the building and surrounding area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 4 The roof of the extension hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 5 Before the building hereby permitted is first occupied the proposed window(s) in the side elevation facing no. 2 and no.6 Rundell Crescent shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted April 2013).

- 6 Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no windows or doors, other than those expressly authorised by this permission, shall be placed at any time in the side elevation(s), of the extension(s) hereby approved, facing no.2 and 6 Rundell Crescent.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 7 The layout of the residential units as indicated on the hereby approved plans shall be implemented and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012), and the Residential Design Guidance SPD (adopted October 2016).

- 8 a) Before the development hereby permitted is first occupied, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in full accordance with the details as approved under this condition prior to the first occupation and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 9 a) No development shall take place until a scheme of hard and soft landscaping to the front forecourt area, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, has been submitted to and agreed in writing by the Local Planning Authority.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2015.

- 10 The amenity space shall be implemented and subdivided in accordance with the details indicated on the hereby approved Drawing no. 4RC 11-001 Rev 2 before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A, B, C, D, E, F and G of Part 1 of Schedule 2 of that Order shall be carried out within the site area or building hereby approved.

Reason: To safeguard the amenities of neighbouring occupiers and the general locality in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012).

- 12 Prior to the first occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013)

- 13 The use of the outbuilding labelled as storage hereby permitted shall at all times be ancillary to and occupied in conjunction with the main buildings for the purposes of storage and shall not at any time be occupied as a separate unit or dwelling.

Reason: To ensure that the development does not prejudice the character of the locality and the amenities of occupiers of adjoining residential properties in

accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 14 Before the development hereby permitted is first occupied or the use first commences the parking spaces/garages shown on Drawing No. 4RC 11-001 Rev 2 shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policies 6.1, 6.2 and 6.3 of the London Plan 2015.

- 15 Before the development hereby permitted is occupied, Cycle parking spaces shall be provided in accordance with London Plan cycle parking standards and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason:

To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012 which in turn refers to London Plan Parking Standards.

- 16 a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. details of interim car parking management arrangements for the duration of construction;
- x. details of a community liaison contact for the duration of all works associated with the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

- 17 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 20% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 18 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

Informative(s):

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work

are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £25,709.06 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £5,390.00 payment under Barnet CIL.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

- 3 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 7294.

- 4 Refuse collection points should be located within 10 metres of the Public Highway; otherwise, unobstructed and suitable access needs to be provided to the refuse vehicle on the day of the collection. The development access needs to be designed and constructed to allow refuse vehicles to access the site and turn within the within the development site. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department.
- 5 Any alteration if required to the existing crossovers or provision of new crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for crossover under Highways Act 1980. Reinstatement of any redundant crossovers, removal or relocation of any existing street furniture or alteration to road markings would be done at the

applicant's expense, under a rechargeable works agreement, by the Council's term contractor for Highway Works. You may obtain an estimate for this work from the Crossover Team in Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

- 6 The applicant is advised that no wall or gate should encroach onto the public highway, all gates must open inwards towards the inside of the site.

Officer's Assessment

1. Site Description

The application site is located at 4 Rundell Crescent, London, NW4 3B within the West Hendon ward. This site currently contains a two storey detached dwelling sited on the eastern side of Rundell Crescent. The site is located close to the junction with Vivian Avenue.

This street is predominately characterised by large detached and link-detached two storey single family dwellings. However, it is noted that this character varies to the north of the application site close to the junction with Watford Way where examples of larger flatted development buildings, and to the south with Vivian Mansions

The site is not indicated as being subject to flooding hazard, nor does not contain any listed buildings or protected trees. The site is also not located within a conservation area. There are no other specific matters which could restrict development on the site.

2. Relevant Site History

Reference: 16/7605/PNH

Address: 4 Rundell Crescent, London, NW4 3BP

Decision: Prior Approval Required and Refused

Decision Date: 13 December 2016

Description: Single storey rear extension with a proposed depth of 6 metres from original rear wall, eaves height of 2.8 metres and maximum height of 2.8 metres

Reference: 16/7787/192

Address: 4 Rundell Crescent, London, NW4 3BP

Decision: Unlawful

Decision Date: 1 February 2017

Description: Extension to roof including no 1 wraparound side/rear dormer following removal of existing side and rear dormer windows. Part single, part two storey rear extension. Single storey side extension following demolition of existing garage. Erection of a new front porch

Reference: 16/8209/PNH

Address: 4 Rundell Crescent, London, NW4 3BP

Decision: Prior Approval Required and Refused

Decision Date: 16 February 2017

Description: Single storey rear extension with a proposed depth of 6 metres from original rear wall, eaves height of 2.8 metres and maximum height of 2.8 metres

Reference: 17/0906/192

Address: 4 Rundell Crescent, London, NW4 3BP

Decision: Lawful

Decision Date: 2 March 2017

Description: Single storey side and rear extension following demolition of existing garage. Extension to roof including 1no wraparound side/rear dormer window to replace existing side and rear dormer windows to extended existing loft conversion. Erection of a new front porch

Reference: 17/1167/191
Address: 4 Rundell Crescent, London, NW4 3BP
Decision: Lawful
Decision Date: 20 April 2017
Description: Use for storage of scaffolding and building materials

Reference: H/00824/12
Address: 4 Rundell Crescent, London, NW4 3BP
Decision: Lawful
Decision Date: 19 July 2012
Description: Single storey building in rear garden.

Reference: H/03220/08
Address: 4 Rundell Crescent, London, NW4 3BP
Decision: Refused
Decision Date: 22 October 2008
Description: New brick piers, metal railings and gates to front boundary.

Other Relevant Site History

Planning permission was also granted by the Area Planning Committee at no.16 Rundell Crescent for a similar development

Reference: 16/3037/FUL
Address: 16 Rundell Crescent, London, NW4 3BP
Decision: Pending Consideration
Decision Date: 1 August 2016
Description: Conversion of existing dwelling into 2no semi-detached houses including part single, part two storey side and rear extension following demolition of existing garage and removal of rear bay at ground and first floor. Formation of front bay window and new entrance. Roof extension involving side and rear dormer windows, 2no rooflights to front elevation. Provision of 4no off street parking spaces, refuse/recycling stores associated hard and soft landscaping and amenity space

3. Proposal

The applicant seeks planning permission for the conversion of existing dwelling into 2no semi-detached houses including part single, part two storey side and rear extension following partial demolition of existing dwelling and demolition of existing garage. In addition the removal of rear bay at ground and first floor and formation of front bay window and new entrance is sought. Furthermore, the proposal would include a roof extension involving side and rear dormer windows, 2no rooflights to front elevation. 4no off street parking spaces would be provided, and refuse/recycling stores with associated hard and soft landscaping and amenity space for each dwelling.

Since the original submission, the sizes of the extensions have been reduced including:

- The width of the side extension to retain a wider gap between no.6 and the host dwelling;
- The depth of the ground floor extension near the boundary with no.2 Rundell Crescent ;
- The depth of the first floor rear extension;
- The width of the rear dormers;
- Removal of the rear patios replaced by access steps.

The side extension would have a width of 1.8m at ground and first floor level, measured at the front, and 1.5m towards the rear. At ground floor level, the front bay would match the existing bay near the boundary with no.2 and include a new entrance which would be centrally located and have a lean-to roof. The bay window at first floor level would also match the existing bay on the property in its projection.

At the ground floor rear, the extension would have a projection 4m, sited 2m away from the boundary with no. 6 and, a depth of 3m along the boundary with no.2. The ground floor extension would have a crown roof with an eaves height 3.1m measured from the existing raised patio, although the scheme would not include a raised patio. Access steps would be used to utilise the gardens.

At first floor level with a crown roof, the extension would be sited at least 3.6m from the boundary with no. 6 and 1.8m from the boundary with no.2, and have a depth of 2m.

The side dormers would have a width of 2.4m and height of 1.5m, located centrally on the roofslope. The rear dormers would have a width of 1.8m and height of 1.5m, located centrally on the roofslope of the main roof.

4. Public Consultation

Consultation letters were sent to 121 neighbouring properties.
5 responses have been received, comprising 5 letters of objection.

The objections received can be summarised as follows:

- Rundell Crescent is characterised by detached dwellings, converting one of the houses into two semi-detached dwellings would alter character
- The proposal would set precedent
- The proposal will result in traffic congestion/ parking pressures
- The proposal will not enhance area but alter character
- Loss of privacy/ Overlooking
- Cluttered frontage due to cars, refuse and recycling stores and landscaping
- Proposed alteration to parking would require the removal of existing parking spaces on the road
- The proposal will increase in density
- 16 Rundell Crescent' approval has no relevance to this subject application
- Loss of light
- Increase anti-social conduct by virtue of additional households
- Structural damage to neighbouring properties

A site notice was erected on the 4th May 2017.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM17.

The Council's approach to development as set out in Policy DM01 is to minimise the impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of development
- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents.
- Whether the development would provide suitable amenity for future occupiers;
- Impact on Highways;
- Sustainability.

5.3 Assessment of proposals

Principle of development

The Borough has an attractive and high quality environment that the Council wishes to protect and enhance. It is therefore considered necessary to carefully assess both the design and form of new development to ensure that it is compatible with the established character of an area that is defined by the type and size of dwellings, the layout, intensity, and relationship with one another and their surroundings. Proposals involving the partial demolition and conversion of sites in residential localities are required to reflect the particular character of the street in which the site is located and the scale and proportion of the houses.

The Council recognises that additional units through the subdivision of existing plots can make an important contribution to housing provision, and that they can make more efficient use of urban land, however they normally involve an intensification of use creating more activity and can adversely affect the appearance of a street through, for example, the provision of car parking and refuse facilities, that can have an unacceptable impact on the established character of an area.

It is noted that the predominant character in this street is link-detached dwellings. The recognition of this has been considered in the principal elevation of the dwelling, which does not take the form of two clearly distinct semi-detached dwellings through the use of a single entrance way.

The proposed treatment to the front courtyard area seeks to introduce landscaping around the refuse enclosure to soften the appearance of these. In addition, due to the layout of the parking spaces and introduction of the landscaping (secured through a condition) it is not considered that subdivision of the plot at the front would be overtly visible.

The Council does not object in principle to the development proposed on the application site. The site will remain residential in nature and thus be consistent with the predominant use of this street. Therefore, the proposed development would not adversely impact the character of the street or wider area. Further, it is noted that the proposal will result in a net gain of 1 residential dwelling which will contribute positively to the Council's housing targets within the borough.

It must be emphasised that planning permission was granted at no.16 Rundell Crescent in 2016 under reference 16/3037/FUL, for the conversion of existing dwelling into 2no semi-detached houses including associated extensions.

Impact on the character of the area

Any scheme for the site will need to respect the character and appearance of the local area, relate appropriately to the sites context and comply with development plan policies in these respects. This will include suitably addressing the requirements of development plan policies such as DM01, CS05 (both of the Barnet Local Plan), 7.4 and 7.6 (both of the London Plan).

The Council's SPD 'Residential Design Guidance' states that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. The Council's guidance advises that extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be

achieved through respecting the proportions of the existing house and using an appropriate roof form.

In this instance, it is considered that the scale, design, siting and mass of the proposed extensions are appropriate taking into account the existing building and its surrounding context. It is noted that the works would respect the scale and design of the host property and other dwellings located within Rundell Crescent. In particular, the front elevation and roof form would provide a degree of visual interest and uniformity, which would appropriately reflect the design of the host dwelling and other dwellings along this street.

It is important to consider the fallback position of development that could be constructed under permitted development by the applicant which is a material consideration in the decision-making process. The weight to be given to the fallback position varies according to whether what could be built using permitted development would have a broadly similar or worse impact to what is proposed.

The property, as mentioned, benefits from a certificate of lawfulness (reference 17/0906/192) for the following development:

"Single storey side and rear extension following demolition of existing garage. Extension to roof including 1no wraparound side/rear dormer window to replace existing side and rear dormer windows to extended existing loft conversion. Erection of a new front porch"

At the rear, the ground floor extension would not extend deeper than the previously approved permitted development near the boundary with no. 6 Rundell Crescent (4m considered lawful). On the other side the depth of the extension has been reduced to a maximum of 3m to address concerns regarding the impact on the occupiers of no.2 Rundell Crescent. It is not considered that the scale of this rear extension would harm the character of the existing dwelling or the wider area.

At first floor, the extension has been limited in depth to 2m and would be set a significant distance from both neighbouring occupiers.

Although the proposed development would see the dwelling extended to the side at its northern elevation across two storeys and sit forward of the existing principal elevation incorporating bay windows, it is considered that this additional bulk would be sympathetic to the host dwelling and respect the restrictions of the plot. The side extension would introduce a degree of architectural balance to the dwelling, removing the results of unsympathetic permitted development extensions approved under lawful development certificate 17/0906/192, including a large and overly dominant wrap-around dormer.

The scheme, as amended, would retain a gap of 2m from the boundary with no.6 Rundell Crescent, to retain the views through the site and this is in accordance with the Residential Design Guidance SPD.

The side dormers are larger than those normally considered acceptable however consideration has been given to the height being the same as the roof extension considered lawful; the appearance of these from the front would not be any different to the roof extension which could be built under permitted development. The proposed rear dormers are considered to read as subordinate additions, which are centrally located on the respective roofslope and comply with the requirements within the Residential Design Guidance SPD. These features would not harm the character of the application site or the street scene.

In general, the proposal is considered to be in accordance with the general character of Rundell Crescent and as such the scheme is acceptable in this regard.

Impact on the amenities of neighbours

It will be important that any scheme addresses the relevant development plan policies (for example policy DM01 of the Barnet Local Plan and policy 7.6 of the London Plan) in respect of the protection of the amenities of neighbouring occupiers. This will include taking a full account of all neighbouring sites.

Paragraph 14.20 of the Council's Residential Design Guidance SPD indicates that side extensions should ensure that the visual and residential amenities of neighbouring properties are not adversely affected in terms of loss of light and outlook and that these should not appear overbearing.

It is not considered that the submitted scheme would adversely impact neighbouring amenity in this instance. This determination is based on the scale, siting and design of the extensions.

To the north, the dwelling at 6 Rundell Crescent is detached from the subject dwelling, but connected to the host dwelling's detached garage. It is sited at a higher level than the host property and does not have any windows fronting the site. Although the host site would project beyond the rear elevation of this property at ground floor, due to the distance between the properties and the change in ground levels, it is not considered that the extension would have an overbearing impact on the neighbouring occupiers. Similarly, the side extension would be staggered away from this boundary at first floor to prevent the extension appearing imposing.

On the other side, the ground floor extension is limited to 3m (less than the permitted depth of 4m) to address concerns regarding to overbearing impact on no.2 Rundell Crescent due to the lower siting of this dwelling.

At first floor level, the depth of the first floor extension has been reduced to 2m and due to the distance from both neighbouring boundaries, the extension is not considered to appear overbearing on the adjacent buildings. It is also noted that at first floor, would not contain any side windows, balcony or terrace features that would cause adverse overlooking or a loss of privacy. Given this, it is not considered that the depth of the rear extension would result in an overbearing or overly prominent addition of built mass that would adversely impact the living conditions of adjoining occupier, including unacceptable loss of privacy.

It is noted that a side dormer window (replacing the existing larger dormer), large first floor window would be incorporated into the side extension and a side dormer on the other side. However, the submitted plans indicate that all new windows flank elevations would be obscure glazed and would therefore not result in overlooking or a loss of privacy. As such, it is not considered that the side extension would adversely impact the neighbouring dwellings in this regard.

The applicant has removed the previously proposed raised patio, which officers considered would result in overlooking to no.2 Rundell Crescent. As amended, the rear garden for each dwelling would be accessed through steps directly from the extensions. The scheme as amended is not considered to result in unacceptable levels of overlooking.

In conclusion, it is considered that the amenities of neighbouring occupiers would be respected and the proposal is acceptable in this regard.

Impact on the amenities of future occupiers

Any proposal for the site which includes an element of residential dwelling use will need to demonstrate that it is providing suitable amenities for its future occupiers in the relevant regards (for example, daylight, sunlight, outlook, privacy and internal and external amenity space). Development plan policies DM01, DM02 (of the Barnet Local Plan) and 3.5 (of the London Plan), the guidance contained in the Barnet Supplementary Planning Documents 'Sustainable Design and Construction' and 'Residential Design Guidance' and the Mayoral planning guidance document 'Housing' identify what this would constitute.'

All residential accommodation is expected to meet the minimum space standards as advocated within the Sustainable Design and Construction SPD and the London Plan 2016. The SPD also confirms that habitable floorspace in rooms with sloping ceilings is defined as that with 1.5 m or more of ceiling height. The units would comply with the minimum space standards for a three storey 4 bed (5 person) dwelling of 103sqm and exceed this standard.

All proposed residential development should provide suitable outlook and daylight for future units. All habitable rooms would benefit from suitable outlook and in this regard the scheme is considered to be acceptable.

With regards to outdoor amenity space, all new residential development is expected to provide suitable and useable outdoor amenity space for future occupiers as advocated by the Council's Sustainable Design and Construction SPD. The development would provide separate gardens for each unit which would meet and exceed the minimum standard and this is considered to be acceptable.

The proposal is considered to provide high quality units for future occupiers and is acceptable in this regard.

Impact on Highways

The Council's Highways have been consulted on the scheme and subject to conditions do not object to the proposal.

The site benefits from existing front gates which were granted planning approval under reference H/04720/08 in 2009.

There are 2 existing crossovers on the property, which would be retained to provide independent access for each dwelling. The crossovers do not exceed the maximum width permissible by Highways of 4.8m, however, the applicant is advised that any changes to the crossover(s) would require an to be made to the Highways team under the Highways Act 1980.

Cycle parking needs to be provided in accordance with The London Plan Cycle Parking Standards. There is sufficient space for the cycle parking to be located within the grounds of each dwelling. Although cycle store details have not been provided, given that these are single family dwellings, it is not considered to be justified to require these details; a condition has been added to require the provision of cycle parking for each dwelling.

The parking provision would comply with the minimum standards and Highways do not consider that the proposal would give rise to an unacceptable increase in parking pressures. It is recommended that the application is approved in highway terms subject to conditions.

Accessibility and Sustainability

In respect of carbon dioxide emission reduction, the applicant has confirmed that the scheme has been designed to achieve a 20% CO2 reduction over Part L of the 2013 building regulations. This level of reduction is considered to comply with the requirements of Policy 5.2 of the London Plan (2016 Minor Alterations) and the 2016 Housing SPG's requirements and a condition is attached to ensure compliance with the Policy

In terms of water consumption, a condition is attached to require each unit to receive water through a water meter, and be constructed with water saving and efficiency measures to ensure a maximum of 105 litres of water is consumed per person per day, to ensure the proposal accords with Policy 5.15 of the London Plan (2016 Minor Alterations).

The applicant has confirmed that the proposed development would meet Building Regulation requirement M4(2), however as the proposal is not for a new building, this cannot be conditioned.

The proposed development therefore would meet the necessary sustainability and efficiency requirements of the London Plan.

CIL

The Mayor of London is empowered to charge a Community Infrastructure Levy (CIL). The Levy is intended to raise £300 million towards the delivery of Crossrail. The Mayoral CIL will take effect on developments that are granted planning permission on or after 1 April 2012 setting a rate of £35 per sqm (index related) on all 'chargeable development' in Barnet.

Barnet has adopted its own CIL Charging schedule chargeable on liable development granted permission on or after 1st of May 2013 at £135 per sqm (index related).

The proposal has been calculated to be liable for £25,709.06 of Barnet CIL and £5,390.00 of Mayor's CIL.

5.4 Response to Public Consultation

It is considered that all other objections have been addressed in the report above. Any other objections are addressed below.

"Rundell Crescent is characterised by detached dwellings, converting one of the houses into two semi-detached dwellings would alter character"- The recent approval at no.16 for a similar development is a material consideration in the determination of this application. In addition, the property would still have the appearance of a detached dwelling due to the sole entrance door.

"Set precedent"- the possibility of setting precedent is not itself a material planning consideration; although consideration can be given to the context of the road including

approvals in similar locations where the circumstances are comparable, every case is assessed on its own merits.

"Proposed alteration to parking would require the removal of existing parking spaces on the road"- No alteration is proposed to the access.

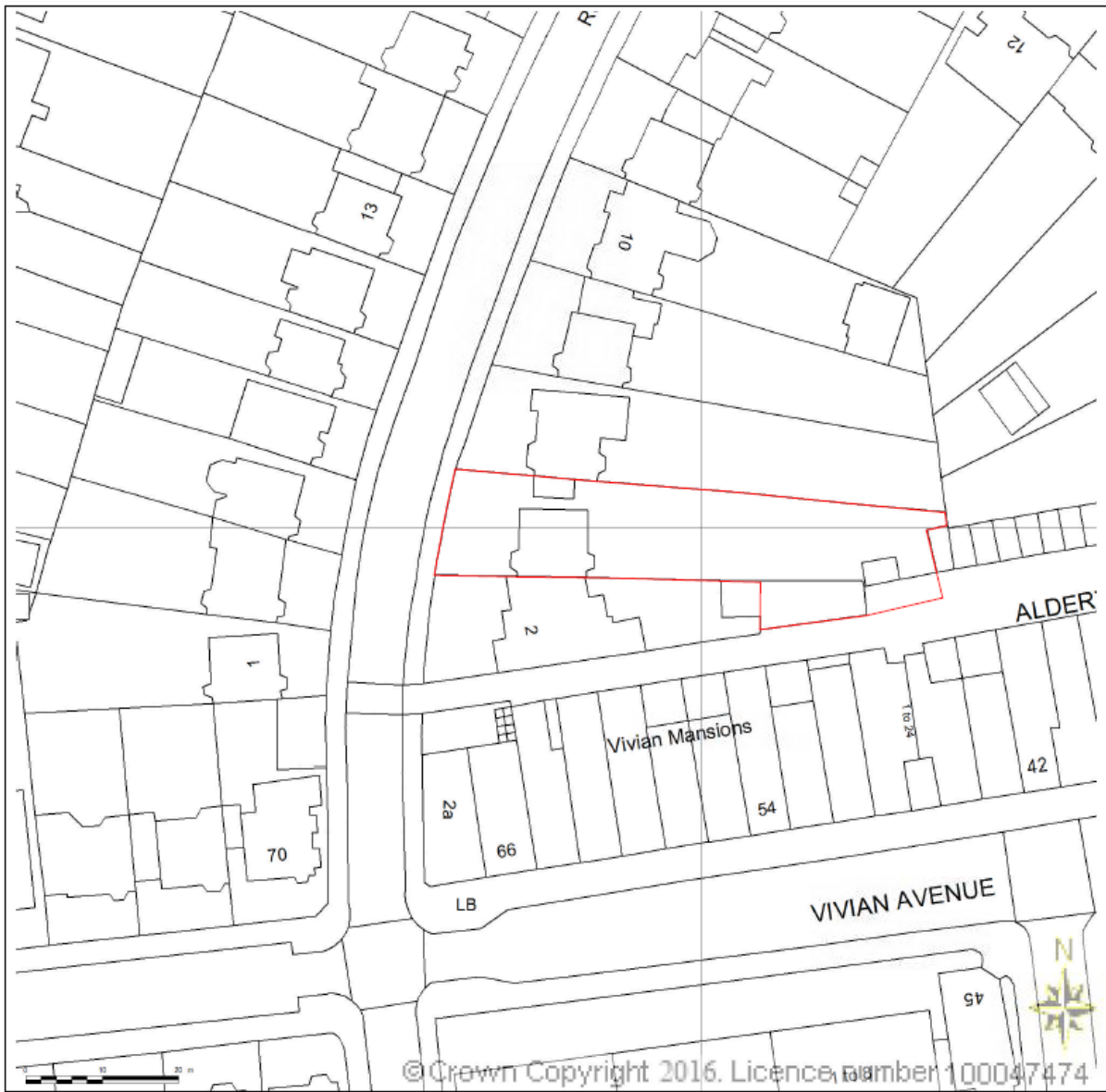
"Structural damage to neighbouring properties"- This is not a planning consideration.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

The proposal is considered to accord with the requirements of the Development Plan and is therefore recommended for approval.



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Location **107 Station Road London NW4 4NT**

Reference: **15/07483/FUL**

Received: 8th December 2015

Accepted: 13th January 2016

Ward: West Hendon

Expiry 9th March 2016

Applicant: Mr & Mrs Raffiuddin & Shahida Peracha

Proposal: Change of Use from C3 (Dwellinghouse) to C2 (Residential institutions). Part two-storey, part first floor side and single storey rear extension. Installation of seven rooflights to all elevations.

AGENDA ITEM 10

Recommendation: Approve subject to conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan; 15-SR-04 Rev:A; 15-SR-05 Rev:B; 15-SR-06 Rev:B; 15-SR-07 Rev:B; Design and Access Statement.

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

Reason: To safeguard the visual amenities of the building and surrounding area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 4 Before the building hereby permitted is first occupied the proposed window(s) in the side elevation facing No. 109 Station Road shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted April 2013).

- 5 Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no windows or doors, other than those expressly authorised by this permission, shall be placed at any time in the side elevation(s), of the extension(s) hereby approved, facing No. 109 Station Road.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

Informative(s):

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

Officer's Assessment

Officer's Assessment

1. Site Description

The application site is located on the western side of Station Road, located within the West Hendon ward. The property is a detached two storey building formerly a dwelling house. It adjoins another property also in use as a care home for people with mental health care needs. The building is already in use as a care home. The property is not in a conservation area and is not listed. Parking is available on both the forecourt and by way of a garage.

2. Site History

Reference: 15/05897/FUL

Address: 105 -107 Station Road London NW4 4NT

Decision: Withdrawn

Decision Date: 30 Oct 2015

Description: Single storey rear extension with flat roof following demolition of office and store room. Two storey side extension with 2no windows to rear, 1no to front elevation, 1no to ground floor, 3no to side elevation. Roof extension involving 2no rooflights to front and 1no rooflights to rear elevation (CHANGE OF REFERENCE NUMBER)

Reference: H/01965/11

Address: 105 -107 Station Road London NW4 4NT

Decision: Lawful

Decision Date: 17 Jun 2011

Description: Use of dwelling house as residential care home for no more than 4 residents.

3. Proposal

This application involves change of use from C3 (Dwellinghouse) to C2 (Residential institutions). It should be noted that the premises has been in use as C2 for no more than 4 residents for a continuous period of more than 10 years and this application seeks permissions for a change of use together with extensions to provide additional accommodation for 4 residents; currently there are 4 residents at the premises and the proposal would provide accomodation for a total of 8 residents. It should be noted that the proposal was amended since the original submission to reduce the number of additional rooms from 7 to the now proposed 4; bedrooms 9, 10 and 11 proposed on the second floor were omitted to facilitate this amendment.

Extension works are also proposed which would include a part two-storey and part first floor side extension and a single storey rear extension. Extensions to roof are also proposed to include a new crown roof with 7no roof lights to front, side and rear elevations to provide additional accommodation for residents.

The proposed two storey side extension would be 3m wide at the front, and would have a depth of 12.5m, adjacent to the boundary with No. 109 Station Road. The extension would project rearwards of the rear elevation of the host property for 3.8m. The roof of the proposed part two storey, part first floor extension above garage extension would be hipped and would have a ridge height of 8.5m (5.5m to eaves) and is set down from the height of the main dwelling roof by 0.4.

The side extension is set back from the front elevation of the host dwelling by 1.2m.

The single storey rear extension proposed would have a depth of 4m and would have a flat roof which would be 2.8m high. This extension would be sited towards the boundary with No.105 Station Road.

The proposal would see the premises laid out as follows:

Ground Floor

Tv room
Office
Kitchen
Bedroom 1
Bedroom 2 with en suite bathroom

First Floor

Bedrooms 3, 4, 5 and 6 with a shared bathroom
Bedroom 7 and 8 each with an en suite bathroom

4. Public Consultation

Consultation letters were sent to 55 neighbouring properties. 14no objections have been received, and the comments and concerns received are summarized as follows:

- Impact on residential amenity.
- Impact on the character and appearance of the area.
- Currently disturbance form residents at 105 Station Road, and this will be made worse.
- Safety of future due to location of site.
- Terracing effect caused by extensions.

- Impact on outlook.
- Overdevelopment.
- Intensify the use of the site.
- Poor amenity standard for future residents.
- Lack of communal space.
- Concerns with noise and rubbish.
- Loss of a family home.
- Scale of the proposal would make it difficult to manage.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan March 2015

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Particular regard is had to Policy 3.4; 4.1; 4.4.

Barnet's Local Plan (2012)

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS15.
- Relevant Development Management Policies: DM01, DM02, DM03, DM09.

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted April 2013)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

Residential Design Guidance SPD (adopted April 2013)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.

- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.

- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

- Notes that the conversion of existing dwellings into flats can have a cumulative impact on environmental quality and the character of established residential areas. Conversions can harm the character of areas by increasing activity, with increasing activity resulting in more people movements, increased car movements and parking stress, more rubbish to be collected and more deliveries.

- Conversion proposals are likely to be resisted in areas of low density where predominantly there are single family occupation houses.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle
- Impact on the character and appearance of the street scene and general locality
- Impact on the amenities of neighbouring occupiers
- Standard of accommodation for future occupiers

5.3 Assessment of proposals

Principle

The development proposed is to expand the existing care facility, from a 4 bedroom unit to an additional 4 bedroom unit making a total of 8 units. Extension works are proposed to facilitate the additional bedrooms and reconfiguration of the existing layout. As mentioned earlier in this report, the original proposal was for an additional 7 bedrooms making a total of 11 units; this was amended following officer concerns that the increased noise disturbance generated by the additional units, combined with the sensitive nature of the use of the premises, would be detrimental to the amenities of neighbouring residential occupiers.

An application for a lawful development certificate was submitted under application reference H/01965/11 which related to the conversion of 105-107 Station Road as a C2 (Residential Institution). Nevertheless, the current use of the site cannot rely on this Certificate given the discrepancy between the development and the actual operations. As such, the principle of the use has not yet been fully assessed.

The proposals involve the change of use of the property to a care home (C2 use). Policy states that an identified need must be provided for such uses as there is an oversupply of care homes in Barnet.

Trinity House is based at both 105 and 107 Station Road with the original care use beginning at 105 Station Road. The care home requires space to increase following referrals from the London Boroughs of Brent and the Barnet as well as the Hertfordshire Partnership Foundation Trust. However, it was found to be difficult to accept these referrals because of the lack of space within the units. Trinity House is registered and regulated by the Care Quality Commission. The care home is a registered Residential Care Home for Adults with Mental Health diagnosis. The Home provides 24 hours' care and support, the Home is geared towards providing rehabilitation and acquisition of daily living skills and resettlement in the community after a period of treatment in hospital settings. After a period of skills acquisition and wellness, the next stage is stepping down residents into supported living accommodations and then into private or council accommodation. Trinity House is a provider contracted by the London Borough of Barnet and as such, there is an established need for this form of provision within this location.

Policy DM07 seeks to protect housing, and any loss must be for a use which is of local importance and benefit, has need and other locations have been exhausted by their suitability. As such, the proposed development would not be contrary to this policy.

Impact on the character and appearance of the street scene and general locality

Concerns have been raised regarding the impact that the proposed extension works and the increase in the use of the site would have on the character and appearance of the area.

Taking into account the roof being set down from ridge of the main dwelling roof, and the side extension being set back from the front façade of the host building, it is considered that the proposed side extension would appear subservient to the bulk and mass of the host building. It is also considered that the proposed works would be of a design to complement the design of the host property and would be constructed of matching materials.

Additionally, as the use of the site as a C2 (Residential Institution) is established, it is not considered that the additional bedrooms would have a significant additional impact on the character and appearance of the area.

Impact on the amenities of neighbouring occupiers

Concerns have been raised with regards to the negative impact the proposal would have on the residential amenity of neighbours. It is officer opinion that the rearward projection of the proposed two storey extension would not have a significant adverse impact on the residential amenity of the neighbours to justify the refusal of the application.

The proposed single storey rear extension would largely be obscured by the proposed two storey rear extension, and it is considered that the impact that it would have on the residential amenity of neighbours would not be severe.

Concerns have also been raised regarding the increase in the intensification of the use of the site and concern that this would lead to an increase in noise and general disturbance. In relation to the noise from the site, it is considered that whilst there would be an increase in the level of activity at the site, the amendments made to the proposal would not have a significantly increased impact compared to the sites current use. On balance it is considered that the proposed extension works and the addition of more occupants would not have a severe impact on the residential amenity of neighbours - it is important to note that this is a C2 premises where the care would be provided within the premises and residents would not be leaving and coming back during the majority of time within care.

Standard of accommodation for future occupiers

Space standards for new development are outlined in Policy 3.5 (table 3.3) of the London Plan 2015 and also within Barnets Residential Design Guidance.

Upon review, the proposed bedrooms would provide sufficient space for future residents. The number of windows and rooflights outlined within the proposal will ensure that sufficient natural light would be afforded to the additional bedrooms.

On balance it is considered that the proposal would provide an acceptable level of amenity for future residents.

5.4 Response to Public Consultation

The grounds for objection have been discussed within the body of this report.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval.

