

**Location**                      **Quinta Drive Garages Barnet EN5 3BW**

**Reference:**                      **16/3387/FUL**                      Received: 24th May 2016  
Accepted: 25th May 2016

Ward:                              Underhill                              Expiry 20th July 2016

Applicant:

Proposal:                              Demolition of garages and construction of 2 no detached single storey self-contained residential dwellings for affordable rent, with associated car parking, cycle storage, refuse storage and amenity space (AMENDED DESCRIPTION TO INCLUDE DEMOLITION)

**Recommendation:** Approve subject to conditions

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

Drawing No. 15-290 D 09 001 - Revision A  
Drawing No. 15-290 D 09 002 - Revision A  
Drawing No. 15-290 D 09 010 - Revision A  
Drawing No. 15-290 D 09 011 - Revision A  
Drawing No. 15-290 SK09 050 - Revision A  
Drawing No. 15-290 D09 100 - Revision A  
Drawing No. 15-290 D 09 101 - Revision A  
Drawing No. 15-290 D09 200 - Revision A  
Drawing No. 15-290 D09.201 - Revision A  
Drawing No. 15-290 D 09 202 - Revision A  
Drawing No. 15-290 D 09 203 - Revision A  
Drawing No. 15-290 D 09 300 - Revision A

Arboricultural Impact Assessment by agb Environmental Ltd, dated 24 June 2016, including Drawing No. 002 (Tree Protection Plan)

Design and Access Statement and Planning Statement by bptw Partnership, dated May 2016

Land Contamination Assessment by Site Remedial Services Ltd, dated May 2016

Daylight, Sunlight and Overshadowing Report by hta Design LLP, dated May 2016

Sustainability Report by Bespoke Builders Services Ltd, dated May 2016

Transport Statement by Campbell Reith Hill LLP, dated May 2016

Utility Site Investigation Report, by Premier Energy dated 02 March 2016

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 a) No development other than demolition work shall take place until details of the location within the development and specification of the unit to be constructed to be either wheelchair accessible or easily adaptable for residents who are wheelchair users shall be submitted to and approved in writing by the Local Planning Authority.

The specification provided for those identified units shall provide sufficient particulars to demonstrate how the units will be constructed to be either wheelchair accessible or easily adaptable for residents who are wheelchair users.

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

Reason: To ensure that the development is accessible for all members of the community and to comply with Policy DM02 of the Development Management Policies DPD (adopted September 2012) and Policies 3.8 and 7.2 of the London Plan 2015.

6 a) Notwithstanding the details submitted with the application and otherwise hereby approved, no development other than demolition works shall take place until details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

7 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.

8 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).

- 9 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 and E of Part 1 of Schedule 2 of that Order shall be carried out within the area of Quinta Drive Garages, EN5 3BW, hereby approved

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

- 10 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).

- 11 The roof of the dwellings 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).

- 12 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.

- 13 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of any of the new dwellings (Use Class C3) permitted under this consent, Dwelling B1 (as shown on Drawing No. 15-290 SK09 050 - A ) shall have been constructed to meet and achieve all the relevant criteria of Part M4(3) 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). Dwelling B2 (as shown on Drawing No. 15-290 SK09 050 - A ) shall 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) prior to the first occupation of either of the new dwellings (Use Class C3) permitted under this consent. 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.

- 14 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 40 % 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.

- 15 Before the development hereby permitted is occupied the car parking spaces as shown on Drawing No. 15-290SK09 050 Rev. A shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the 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 Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 16 Before the development hereby permitted is occupied cycle parking spaces as per the submitted planning application shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the 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 Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 17 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 polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 18 Prior to the commencement of the development, details of any works proposed on public highway to facilitate the development shall be submitted to and approved by the Highway Authority and highway works shall only be carried out in accordance with the approved plans.

Reason: To ensure that the access is satisfactory in terms of highway safety 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.

- 19 Prior to the commencement of the development hereby approved, details and statutory orders of any highways required to be stopped up to facilitate the development shall made under Section 247 of the Town and Country Planning Act 1990. These shall be submitted to and agreed with the Local Planning and Highway Authority.

Reason: To ensure that adequate public access is provided throughout the development.

- 20 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 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 DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted September 2012).

## 21 Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

## Part 2

d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the

Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2011.

- 22 No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the scheme of temporary tree protection as shown on the tree protection plan approved under Condition 1 of this permission 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 permission.

Reason: To safeguard the health of existing tree(s) 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 (adopted September 2012) and Policy 7.21 of the London Plan 2015.

- 23 a) No site works or works on this development including demolition or construction work shall commence until details of the temporary means of enclosure, including boundary treatments to neighbouring properties, 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 site works including demolition and construction work commence, and retained as such throughout the demolition and construction period of the development.

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 during the demolition and construction work 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).

- 24 The proposed development of two new residential units shall be provided and retained in use as units of affordable housing in perpetuity in accordance with the Planning Statement (BPTW: May 2016). In accordance with the approved planning statement, these units shall be provided as affordable rent with a rent level of 65% for the purposes of accommodating residents of the Borough through a nominations process.

Reason: To ensure that the proposed development of affordable housing is permanently retained for the benefit of residents of the Borough in order to meet the the housing needs of the London Borough of Barnet and to comply with policies DM01, DM08 and DM10 of the London Borough of Barnet Local Plan Development Management Policies DPD (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 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
- 3 If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
- 4 The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.
- 5 Any highway approval as part of the planning process for the alteration to the existing access/crossovers or new access/crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for access/crossover under Highways Act 1980 and would be carried out at the applicant's expense. Please note, reinstatement of redundant crossovers, any relocation of street furniture, lighting column or amendments to parking bays affected by the proposed works would be carried out under a rechargeable works agreement by the Council's term contractor for Highway Works. An estimate for this work could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.
- 6 The applicant is advised that for construction works adjacent or affecting the public highways, the council's First Contact should be contacted on 0208 359 2000 for any necessary Highways Licenses or any highway approvals deemed necessary.

- 7 The applicant should apply for a Habitual Crossing License for construction vehicles to use the existing crossover. An application for this license could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.
- 8 Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. If the refuse vehicle is expected to travel over an unadopted road then the applicant will be expected to sign a Waiver of Liability and Indemnity Agreement indemnifying the Council. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.
- 9 The applicant is advised that any works required on public highway to facilitate the development will require a separate agreement with the Highways Authority under S184 or S278 of the Highways Act 1980.
- 10 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.

In addition, the applicant is advised that the building on site may contain asbestos. Advice on removal is available at: <https://www.barnet.gov.uk/citizen-home/environmental-health/pollution/hazardous-substances/asbestos.html>

Reference should be made to the uncovering and disposing of asbestos in complying with the contaminated land conditions part 1 and 2.

- 11 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](http://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.

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.

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](mailto: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](http://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](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](http://legislation.gov.uk)

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

- 12 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](mailto:street.naming@barnet.gov.uk) or by telephoning 0208 359 7294.

- 13 Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme ([www.ccscheme.org.uk](http://www.ccscheme.org.uk)) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.
- 14 Applicants and agents are advised that this development should be designed to achieve an average water consumption target of 105 litres per head per day.
- 15 The grant of planning consent confers no rights for any work to be undertaken to a tree on public highway land and you are advised to consult the Council's Principal Arboricultural Officer - Greenspaces and Streets prior to taking any further action.
- 16 The applicant is advised that the garages on site may contain asbestos. Advice on removal is available at: <https://www.barnet.gov.uk/citizen-home/environmental-health/pollution/hazardous-substances/asbestos.html>

## **Officer's Assessment**

### **1. Site Description**

The application site measures 0.097ha and consists of a cul-de-sac containing 22 residents' garages situated between Ryecroft Crescent and Quinta Drive. It is within the ward of Underhill.

Pedestrian and vehicular access to the site is gained from Quinta Drive by way of an existing access road. The site is covered in hard surfacing and garages, with the exception of a small area of grass verge by the access road.

The site is bounded on all sides by existing residential development. The immediate street block bounded by Quinta Drive and Ryecroft Crescent is principally characterised by two storey semi-detached properties and short terraces of three dwellings. There is also a terrace of four bungalows. Properties have small to moderate size gardens with some mature tree planting particularly at the northern end.

The surrounding properties are characterised by pitched roofs and gable elements. Materials used on the surrounding buildings are predominantly brick, dark tiled roofs and render elements.

The site is not within a conservation area and there are no statutory listed or locally listed buildings within or adjoining the site. There are no Tree Preservation Orders pertaining to any trees which may constrain the development. There are no other site specific policy designations or allocations for this site.

The site is relatively level, with no significant level changes.

The site is located within a Flood Zone 1, according to the Environment Agency's Flood Zone Maps. As such, there is no significant risk of flooding.

The site is located in a PTAL 1b location (where 1a is low and 6b is high). The site is accessed off Quinta Drive, which connects to Barnet Road (A411) and there is a bus stop close to the site on Aitken Road. High Barnet Underground station is located approximately 2.06 km (1.28 miles) to the east of the site.

Most properties around the site have off street car parking by way of an area of hard standing within the front garden of the property. On street car parking is also available.

### **2. Site History**

No history of relevance for the garages site.

### **3. Proposal**

The application seeks planning permission for the demolition of all 22 garages and the construction of 2 no. detached single storey self-contained residential dwellings (bungalows) with associated car parking, cycle storage, refuse storage and amenity space. The proposed dwellings would utilise the existing access off of Quinta Drive.

The development would be for the benefit of Barnet Homes and both units would be provided as affordable housing.

The two proposed dwellings are intended to be 100% affordable rent. One of these dwellings will also be built as wheelchair housing.

The bungalow located to the east of the site (dwelling B1) is a 2-bed/3 person dwelling with one double and one single bedroom, and an open kitchen and living room space. This dwelling is intended for wheelchair housing and is designed to meet the access standards set out in Part M4(3) of the 2013 Building Regulations.

The bungalow located to the north of site (dwelling B2) is a 2-bedroom/4 person dwelling with an open kitchen and living room space. It is designed to meet the access standards set out in Part M4(2) of the 2013 Building Regulations.

According to Planning Officer's calculations dwelling B1 would measure 75 sqm in total floorspace, and dwelling B2 will measure 72.8 sqm. These would both meet the minimum internal space standards set out in the London Plan (MALP 2016).

Both dwellings would benefit from generously sized open-plan kitchen/living/dining areas, which would meet the minimum widths and floor areas for living/kitchen/dining areas, as set out in Table 2.2 of Barnet's adopted Sustainable Design and Construction SPD (2013). Minimum bedroom areas and widths, as set out in Table 2.2, would be met.

Each bungalow is provided with a private outdoor amenity of between 93sqm (Dwelling B1) and 266sqm (Dwelling B2), exceeding the minimum London Plan and Barnet standards for outdoor amenity space.

The bungalows would be of contemporary design would have pitched tiled roofs, gable ends and be constructed in brick, reflecting the design and character of the surrounding properties.

It is considered that both dwellings would benefit from adequate daylight, sunlight and outlook. Both bungalows are multi-aspect with at least one façade orientated south-west or east-west, and will feature generous glazing.

Each dwelling would be provided with 1x car parking space as well as associated private refuse storage and bicycle storage within the rear gardens (with space for 2 bikes per shed). The parking space for the wheelchair unit meets the relevant Blue Badge parking space dimensions.

Dwelling B1 would be sited at a distance of 2 metres from the boundaries adjacent to the rear gardens of No. 41 - 45 Quinta Drive, to the south. At its closest point it would be sited 2.6 metres from the boundary adjacent to No. 40 Ryecroft Crescent. The rear gardens of these properties border the application site.

Dwelling B2 would be sited at a distance of 1.6 metres from the boundary of No. 50 and No. 52 Ryecroft Crescent, to the west. It would be sited at a distance of 2.3 metres from the boundary adjacent to No. 57 Quinta Drive. The rear gardens of these properties border the application site.

#### 4. Public Consultation

Consultation letters were sent to 228 neighbouring properties.

A site notice was erected on 9 June 2016.

A press notice was published on 7 June 2016.

4 responses have been received, comprising 3 letters of objection (including 2 objectors requesting to speak at committee) and 1 letter of comment (from Thames Water).

The objections received can be summarised as follows:

- Concerns that the development would compromise security and privacy of existing neighbouring properties. Concerns for how new boundary fencing/walls for neighbouring properties' will be implemented.
- Concerns that the 'beauty' of the area will be destroyed
- Concerns that local authority/benefit dependent/homeless occupiers would cause problems for local residents and reduce property prices. Is it Barnet's housing policy to house residents with mobility issues in bungalows?
- Concerns of blockages in waste pipes (Thames Water) and new development adding to these problems
- Unclear when development will start, with what timeframe and what level of disruption will be caused
- Would the Local Planning Authority consider giving extensions to the garden areas of those surrounding properties which have a shorter gardens.
- Concerns of potential risk of asbestos and contamination coming from the demolition and removal of garages.
- Clarification of whether the intended parking proposals will be adequate in the event that the controlled parking zone is implemented, together with an assessment of whether the "turning circle" is likely to be abused for overflow parking by surrounding residents.
- Objector hopes that the Local Planning Authority ensure that the proposed development should not create any adverse impacts on the residential amenity enjoyed by neighbouring properties

Internal and External Consultation responses:-

Traffic and Development Team:

The Traffic and Development team assessment is set out in greater detail in the relevant sections of the report below. In summary, they have confirmed that subject to the imposition of suitable conditions they raise no objection to the development and find the proposal to be acceptable.

Environmental Health Department:

The Environmental Health Department have confirmed that subject to the imposition of suitable conditions they raise no objection to the development and find the proposal to be acceptable.

Thames Water:

Thames Water has advised that with regard to sewerage infrastructure capacity, they would not have any objection to the planning application.

In regards to surface water drainage, Thames Water have advised that it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. An informative has been added accordingly.

## **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, DM03, DM04, DM08, DM17.

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 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.

#### 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.

### **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 the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents.
- Whether harm would be caused to the living conditions of future residents.
- Whether harm would be caused to the health and quality of trees
- Whether the development would impact traffic and highways to an unacceptable level

### **5.3 Assessment of proposals**

#### **Principle of development and redevelopment of the site**

For areas such as the application site policies CS1 and CS3 of the Barnet Core Strategy expect new developments to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

The proposed development would result in the demolition of the 22 existing garages on the site and their replacement with two homes. These properties would be developed by

Barnet Homes and would both be intended for 100% affordable rent housing. One of the dwellings would also be specifically constructed for wheelchair housing.

An assessment has been made of the existing car parking by the applicant. In a letter by Barnet Homes, dated 13 May 2016, it has been advised that of the 22 garages, 18 are currently void. The garages are considered to be in a poor state of repair and not fit for purpose. Barnet Homes have advised that these garages are more likely to be used for storage purposes and not parking, although the use of the garages cannot be confirmed.

The applicant has advised that garages are let to individuals on rolling contracts and are not allocated to particular properties. Car parking appears to be accommodated for within the front garden hardstanding of surrounding properties and also on street. As such, there is no objection to the redevelopment of this parking area.

The application site has not been identified for any specific use in development plan planning policies, is previously developed land and is situated in an area characterised by residential housing. The land is located within walking distance of a number of bus stops, is close to local amenities and utilises existing access off Quinta Drive.

As abovementioned, both proposed dwellings are intended to be 100% affordable rent housing and one would be specifically constructed for wheelchair users.

In such circumstances, Planning Officers find that there is nothing to specifically preclude the redevelopment of the site in the broadest sense, subject to the scheme proposed being compliant with the relevant development plan policies.

As such the principle of redevelopment of the site is deemed acceptable.

### **Affordable housing**

Policy CS4 of the Core Strategy DPD (2012) seeks to ensure a mix of housing products in affordable and market sectors to provide choice for all households. Policy DM08 (Ensuring a variety of sizes of new homes to meet housing need) states that development should where appropriate provide a mix of dwelling types and sizes in order to provide choice within the Borough, having regard to the borough wide target of 40% affordable housing provision. Policy DM10 (Affordable housing contributions) seeks the maximum reasonable amount of affordable housing to be provided on all new sites that provide 10 or more units, having regard to the Borough wide target for 40% affordable housing provision.

Policy 3.10 of the Mayor's London Plan (2015) states that affordable rented housing should meet the criteria outlined in Policy 3.10 and be let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Both proposed units are for affordable rent, exceeding the policy requirement for 40% on site affordable housing and exceeding the policy target for 60% of affordable housing to be social or affordable rent.

The affordable rent level for these units are intended to be 65% of the local market rent level, which is lower than the 80% market rent threshold as defined in the London Plan (2015), and therefore more affordable.

In summary, the units would provide affordable housing for future occupiers above and beyond affordability levels set out in regional policy, and would contribute to providing a mix of housing products for all households.

### **Design, appearance and character matters**

The National Planning Policy Framework (published in 2012) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development.

Local Plan Policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The locality and wider area consists of low density residential development within an open and spacious character comprising two storey semi-detached properties and short terraces.

The application proposes two single storey, detached bungalows which would be subordinate within their context and respect the spacing in this area. The proposed dwellings would have pitched roofs, with an element of flat roof projections. In terms of height, size, scale and massing it is considered that these proposed dwellings would not detrimentally harm the local character.

Given the removal of a number of garages and existing hardstanding, and their replacement with the single-storey dwellings and associated soft landscaping, it is considered that the proposed development would improve the character and appearance of the application site.

In terms of their design and appearance, the proposed buildings would reflect that of the surrounding properties. Design features of the proposed dwellings include pitched tiled roofs; gable ends; glazing; and red brick elevations with linear brick detailing. Such features are considered to respond positively to its context and are found to have an acceptable relationship with the neighbouring buildings and spaces.

Conditions have been recommended to ensure that the materials used in for the new building are of an appropriate quality. Conditions are also recommended to ensure that a suitable design and quality of materials are used for the areas of hard and soft landscaping around the new building and means of enclosing the site.

Subject to the conditions recommended, the proposal is found to be acceptable and compliant with development plan policies as they relate to design, character, appearance and landscaping matters.

### **Quality of accommodation for future occupants**

Policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers. Policy DM02 identifies standards that development will be expected to meet in relation to a number of matters, including the internal floorspace of new dwellings and outdoor amenity space.

The London Plan contains a number of policies relevant to the provision of adequate amenities for future occupiers of new residential accommodation. The council also has adopted SPD's (entitled Sustainable Design and Construction and Residential Design Guidance) providing more detailed guidance on a range of matters related to creating new residential accommodation in addition to the Mayors adopted SPG's (entitled Housing).

#### Dwelling size:-

The units proposed would both have gross internal areas which exceed the requirements of the London Plan for a dwelling of that type.

#### Dwelling layout and outlook:-

Development plan policy requires that new dwellings are provided with adequate outlook. The design approach proposed maximizes the outlook of occupiers of the new dwellings, while also taking account of the need to prevent unacceptable levels of overlooking at neighbouring properties.

Both bungalows are multi-aspect with at least one façade orientated south-west or east-west, and will feature sufficient amount glazing.

It is considered that each of the dwellings proposed in this instance have an acceptable degree of outlook.

#### External amenity space provision:-

Both dwellings proposed would have access to their own private external amenity space. Both amenity spaces would exceed the requirements of the Council's guidance on the provision of private amenity areas for the relevant type of dwelling.

#### Privacy and overlooking:-

It is noted that Table 2.4 of Barnet's Sustainable Design and Construction SPD (2013) states that in new residential development there should be a minimum distance of 21 m between properties facing windows to habitable rooms to avoid overlooking and 10.5 m to a neighbouring garden.

Although Planning Officers recognise these distances would not be met, the proposed dwellings would be of single storey and all proposed habitable windows would be at ground level, bounded by fencing. It is considered the design and layout of the windows, doors and amenity areas in the dwellings proposed is such that, subject to the provision of suitable boundary treatments and soft landscaping secured through conditions, the new residential units would be provided with an acceptable level of privacy and not suffer unacceptable overlooking.

#### Daylight and sunlight:-

The submission documents include an assessment of the levels of daylight and sunlight that would be received in the habitable rooms of the dwellings proposed. This was carried out by HTA Design LLP.

The evaluation found that all of the habitable rooms proposed would be provided with excellent levels of daylight and adequate levels of sunlight throughout the year. The proposal is found to be acceptable in this regard.

Accessibility: -

The applicant has advised that dwelling B1 would accord with the requirements of M4(3) of 2013 Building Regulations, and dwelling B2 would meet building regulation M4(2).

Conclusions on the amenities of future occupiers:-

For the reasons set out above the development, as controlled by the conditions recommended, is found to be compliant with development plan policy.

### **Impact on amenity of neighbouring occupiers**

Policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users.

As single storey dwellings which would be bounded by the rear gardens of neighbouring properties, it is considered that the proposed development would not give rise to a harmful impact on the residential and visual amenities of adjoining occupiers.

Dwelling B1 would be located 22 metres from the rear of the property at No. 41 Quinta Drive and 11 metres (at its closest point) from the rear of No. 47 and 49 Quinta Drive (albeit at an angle). Dwelling B2 would be located 18m from the rear of the properties along Ryecroft Crescent and 13.5 metres from the rear of the properties at No. 55 and 57 Quinta Drive.

By virtue of the proposed dwelling's design, height, massing and an inset from adjoining boundaries, it is not considered that the dwellings would impact the amenity of neighbouring properties to an unacceptable level.

The submission documents include an assessment of the proposals impact on daylight and sunlight of the neighbouring residential properties, produced by HTA Design LLP. The report concludes that the criteria relating to both daylight and sunlight would be met and that there would be no significant adverse impact on the daylight or sunlight received at neighbouring residential properties. Officers accept the findings of this assessment and conclude that the application is acceptable in terms of its impact on the daylight and sunlight received at neighbouring properties.

Officers consider that the occupation and natural surveillance that would come from these proposed dwellings and their private gardens, would provide a greater sense of security for occupiers at the neighbouring properties, compared to the existing garages.

In conclusion, the proposed development is considered to be acceptable and compliant with the relevant development plan policies in regards to the amenities of neighbouring and surrounding occupiers.

### **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 (Travel impact and parking standards) of

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

The development site is an existing garage court accommodating 22 garages. Pedestrian and vehicular access to the site is gained from Quinta Drive by way of an existing access road. The Public Transport Accessibility Level (PTAL) for the site is 1b (where 1a is low and 6b is high).

2 parking spaces are being proposed in total (1 parking space per dwelling). No replacement parking is being proposed for the existing garage parking.

A Transport Statement has been submitted to accompany this application, produced by Campbell Reith Hill LLP. Barnet Homes have confirmed in the Transport Statement that the existing garages are considered sub-standard as they are not suitable for parking standard vehicles nor do they allow comfortable access to/from the vehicles. Barnet Homes have also advised that, of the 4 garages leased, it is likely these are used for storage purposes, and not parking. Barnet Homes have advised that they would provide replacement garage parking for the displaced 4 lease holders if they wish to continue to lease a garage further afield.

The Transport Statement includes a parking beat survey. The survey has demonstrated that there are sufficient parking spaces available on street in the vicinity of the development to accommodate potential overspill parking that may result from the loss of the existing garage parking.

Taking into consideration the PTAL rating of 1b for the site, Highways Officers have considered that the parking provision proposed for the dwellings is in accordance with the Barnet Local Plan, Development Management policy DM17.

Access will be from Quinta Drive via the existing access road. Conditions are recommended to ensure that refuse collection points are within an adequate distance of the public highway.

Cycle parking in accordance with the requirements of the London Plan will be provided as part of the proposals.

In conclusion, subject to the conditions recommended, the proposal is considered to be acceptable and compliant with policy in respect of parking, highways and transport matters.

### **Refuse and recycling**

Refuse and recycling storage has been provided for each proposed dwelling. Notwithstanding the details on the plans submitted, a condition has been recommended to secure satisfactory refuse and recycling facilities are provided at the proposed development.

### **Trees and Landscaping**

Policy DM01 identifies that proposals will be required to include hard and soft landscaping and states that trees should be safeguarded.

There are no trees currently on site. There are trees outside the site in neighbouring properties rear gardens. No trees on neighbouring sites are subject to a Tree Preservation Order. It is not proposed to remove any neighbouring trees.

An Arboricultural Impact Assessment accompanies the application, produced by agb Environmental Ltd. The Report states that some reduction would be required to two trees, involving the south-west crown face of T3, Lawson's cypress, and the east crown face of T8, Ash, in order to prevent obstruction to new parking and access, and provide clearance for construction.

The report specifies the protection measures to be implemented in order to ensure that there is no negative impact on any trees during the construction of the proposed development. These are considered acceptable by Officers.

Conditions have been recommended to ensure that the landscaping finally installed is of an appropriate design and quality and makes a positive contribution to the area. Subject to these conditions, trees and landscaping matters are deemed acceptable.

### **Sustainability**

In regards to water usage, a condition has been attached to ensure the proposed dwellings are 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 Regulation.

The agent has confirmed in writing that the proposed development will achieve over 40% carbon dioxide emission reduction when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. A condition has been attached accordingly.

### **Contaminated Land**

The application has been accompanied by a Preliminary Risk Assessment (Report Reference: SRS/16/1290 RPT 1 Issue 2, May 2016, Site Remedial Services Ltd).

Having evaluated the information submitted, the Council's Environmental Health Department have confirmed that any potential concerns they may have regarding contaminated land issues can be adequately addressed through the conditions recommended in this respect.

As such, subject to the conditions recommended, the proposal is acceptable and compliant with development plan policy.

### **Safety and Security**

The design and layout of the development proposed is considered to be such that it would provide a safe and secure environment for users of the proposed buildings and surrounding properties.

### **Barnet and Mayoral Community Infrastructure Levy**

The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) and is liable for charge under the Mayoral CIL.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sqm on all forms of development in Barnet except for education and health developments which are exempt from this charge.

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

However, The Community Infrastructure Levy Regulations 2010 make provisions for CIL relief for new social housing. Given the proposals comprises 100% affordable housing, the proposed development will be eligible for Social Housing Relief.

#### **5.4 Response to Public Consultation**

- Concerns that the development would compromise security and privacy of existing neighbouring properties. Concerns for how new boundary fencing/walls for neighbouring properties' will be implemented.

Officer have concluded that the proposed development generally and taken overall would not impact neighbouring occupiers privacy or security to an unacceptable level.

A condition has been attached securing details of temporary means of enclosure.

- Concerns that the 'beauty' of the area will be destroyed

As assessed in the report above, it is not considered that the proposed development would not impact the character and appearance of the surrounding area to an unacceptable level.

- Concerns that local authority/benefit dependent/homeless occupiers would cause problems for local residents and reduce property prices. Is it Barnet's housing policy to house residents with mobility issues in bungalows?

The development would be for the benefit of Barnet Homes and both units would be provided as affordable housing. The two proposed dwellings are intended to be 100% affordable rent. One of these dwellings will also be built as wheelchair housing.

Barnet's housing policy ensures that all developments contribute to providing a mix of housing products for all households and housing needs.

The nature of future occupiers could not be considered a reason for refusal in this instance.

- Concerns of blockages in waste pipes (Thames Water) and new development adding to these problems

Thames Water have been consulted as part of this application and have raised no objection, subject to informatives, which have been attached to this recommendation.

- Unclear when development will start, with what timeframe and what level of disruption will be caused



A condition has been attached advising that the development must be begun within three years from the date of this permission.

As carefully considered by Officers, it is considered that subject to conditions, the proposed development would not impact the amenity of neighbouring occupiers to an unacceptable level.

- Would the Local Planning Authority consider giving extensions to the garden areas of those surrounding properties which have a shorter gardens.

This is not within the remit of Local Planning Authority to recommend or enforce. It could not be considered a reason for refusal in this instance.

- Concerns of potential risk of asbestos and contamination coming from the demolition and removal of garages.

The Environmental Health Department have confirmed that subject to the imposition of suitable conditions they raise no objection to the development and find the proposal to be acceptable. These conditions have been attached.

- Clarification of whether the intended parking proposals will be adequate in the event that the controlled parking zone is implemented, together with an assessment of whether the "turning circle" is likely to be abused for overflow parking by surrounding residents.

There is no controlled parking zone(s) at present and the application has been assessed on that basis.

The Traffic and Development team assessment is set out in greater detail in the relevant sections of the report above. In summary, they have confirmed that subject to the imposition of suitable conditions they raise no objection to the development and find the proposal to be acceptable.

- Objector hopes that the Local Planning Authority ensure that the proposed development should not create any adverse impacts on the residential amenity enjoyed by neighbouring properties

The application has been carefully considered and, subject to conditions, the proposed development is considered to be acceptable and compliant with the relevant development plan policies in regards to the amenities of neighbouring and surrounding occupiers.

## **6. Equality and Diversity Issues**

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- "(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it."

For the purposes of this obligation the term "protected characteristic" includes:

- age;

- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation."

Officers have in considering this application and preparing this report had careful regard to the requirements of this Section and have concluded that the proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme.

The proposed development would benefit future occupiers/users with disabilities, who are protected under this act, and therefore would support the Council in meeting its statutory equality responsibilities and is a clear merit of the proposed scheme.

## **7. Conclusion**

The application proposes the redevelopment of an existing group of garages which are currently in a visible state of disrepair and disuse, into two high quality dwellings, which exceed minimum internal and external space standards. Both proposed dwellings are intended to be 100% affordable housing, and one of which will be specifically constructed for wheelchair users.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within The Mayor's London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority in their assessment of this application.

For the reasons set out in the previous sections of this report it is concluded that the proposed development generally and taken overall accords with the relevant development plan policies and constitutes a sustainable form of development. Accordingly, APPROVAL subject to conditions is recommended.

