

Location **Land At The Rear Of Page Court Page Street London NW7 2DY**

Reference: **17/5683/FUL** Received: 4th September 2017
Accepted: 19th September 2017

Ward: Mill Hill Expiry 14th November 2017

Applicant: Ms N. Raphael

Proposal: Erection of a single storey dwelling house with provision for 1no parking space, amenity space and refuse and recycling storage. Associated hard and soft landscaping including the erection of timber fencing

Recommendation: Approve subject to conditions

AND the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

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

Site location map

Proposed site plans LSPR-PP1-01 Rev A

Proposed ground floor plan and roof plan LSPR-PP1-02 Rev A

Proposed elevations and sections LSPR-PP1-03 Rev A

Proposed site plan - Construction management plan LSPR-PP1-04 Rev A

Sustainability Statement by Tal Arc Ltd

Planning, design and access statement by Tal Arc Ltd

Aboriginal method statement by rbmp landscape design and planning dated 19th September 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 2016.

- 4 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 north (front) and south west (flank) elevation facing the rear of no. 9- 26 Page Court.

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).

- 5 Before the building hereby permitted is first occupied the proposed window(s) in the north (front) and south west (flank) elevation facing the rear of no. 9- 26 Page Court 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 a) Before the development hereby permitted is first occupied a min. of (2) cycle parking spaces and cycle storage facilities shall be provided in accordance with a scheme to be 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 the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy 6.9 and Table 6.3 of The London Plan (2016) and 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.

- 7 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 October 2016) and Policy 5.21 of the London Plan (2016).

- 8 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 2016.

- 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 A,B,C,D,E, F and G of Part 1 of Schedule 2 of that Order shall be carried out within the area of building 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 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.

- 11 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 6% 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.

- 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.

Informative(s):

- 1 In accordance with paragraphs 186-187, 188-195 and 196-198 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.

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.

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 4500.

- 4 Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (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.
- 5 Demolition should be carried out by an approved contractor and residents notified at least seven days before commencement.
- 6 The applicant is advised that the provisions of The Party Wall etc. Act 1996 may be applicable to this scheme. This relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. Further information can be found at <https://www.gov.uk/party-wall-etc-act-1996-guidance>.
- 7 Refuse collection points should be located within 10 meters of the Public Highway. 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.

Officer's Assessment

1. Site Description

Page Court is located at the junction of Pursley Road and Page Street within the ward of Mill Hill. Page Court comprises two blocks which face on to both Page Street and Pursley Road. There is a roadway with a narrow entrance giving access to the garage area to the rear from Pursley Road and provides access to a vacant plot of land wedged between existing freestanding garages, utilised by the occupiers of Page Court and Chase Lodge Playing Fields and bounded by the access road.

There are a number of trees on land immediately to the rear of Page Court and also on the boundary with the playing fields. These are not subject to a tree preservation order (TPO). To the south of the site is a former hospital building and a small number of residential dwellings. There is no formal or direct access from the site onto the playing fields.

The site is not located in a conservation area nor is it adjacent to a locally/statutorily listed building. It does however adjoin Metropolitan Open Land.

2. Site History

A planning application (17/3317/FUL) has been received for the development of a two storey detached house on land to the rear of Page Court on the opposite side of the access road from the garage block. This application is pending decision.

3. Proposal

Erection of a detached 2 bed 3 person single storey residential unit at the rear of nos 9-26 Page Court, Page Street with on-site parking provision, rear amenity and associated refuse

4. Public Consultation

Consultation letters were sent to 21 neighbouring properties.

23 responses have been received on the following grounds:

- Odds with the character of the local area and therefore sets a precedence in the area for similar development
- Loss of light and outlook and privacy creating an unacceptable sense of enclosure
- Loss of the communal garden amenity
- Backland development (Inappropriate development in an inappropriate location to the detriment of existing residents)
- Disturbance to the local wildlife and species
- Traffic and parking issues- Plans make no mention of how residents will access their land at the back of their garages (the land behind the garages is owned by each individual garage owner)

Internal Consultees have issued the following comments:

Highways : No comments

Arboricultural Officer : No objection (see main body of the report)

Green Spaces Officer: No comments

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.

The Mayor's London Plan 2017 (DRAFT)

'Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the 2016 London Plan.'

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, CS6, CS7, CS8, CS11, CS12, CS13, CS14, CS15.

- Relevant Development Management Policies: DM01, DM02, DM04, DM15, DM08, DM16, 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:

- 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;
- Whether harm would be caused to trees of special amenity value;
- Impact on the openness of the Green Belt
- Impact on Highways;
- Sustainability

5.3 Assessment of proposals

Impact on the character of the area

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people. However, whilst the NPPF advocates that planning should not attempt to impose architectural styles or particular tastes it is considered proper to seek to promote or reinforce local distinctiveness. Furthermore the NPPF stipulates that development should be guided by the numerous factors including overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally. Consideration of design and layout must be informed by the wider context, having regard not just to the immediate neighbouring buildings but the townscape and landscape of the wider locality.

The application site forms land at the rear of no. 9-13 Page Court and is accessible via a service road on Pursley Road. The local area is predominantly residential and characterised by two storey purpose built residential blocks of flats and maisonettes of similar architectural merit. The introduction of a detached single storey residential unit would remove from the established character of its immediate context however given a setback approx. 30m from Pursley Road, the extent of the development would not be entirely visible or prominent from the public realm. The site is bound by a designated Green Belt and adjoins onto a row of existing garages at the rear.

Pre-app ref 17/8352/ENQ determined the height and form of the connecting garages to contribute to the character of the immediate area and requested the continuation in terms of height and roof form compared to the mansard roof two storey build previously put forward. The freestanding garages are not readily visible from Pursley Road and do not form a visually beneficial asset to the immediate area however the continuity of a reduced height and flat roof across the site would indeed provide a less bulky and visually prominent development on site, particularly in regards to adjacent occupiers at Page Court.. The opportunity to create a high quality low level new build within an irregular site would not be objectionable in principle providing that it reflects high quality architecture and design within its context.

Following a meeting, a revised scheme has been put forward and consulted on. The new build would provide a 2bed 3person single storey self-contained residential unit with an internal GIA of approx. 65m² with parking provision for 1no. car parking space by way of an attached garage with roller shutter doors within the application site and adjacent to the

existing row of garages at the rear and a reduced rear garden amenity of approx. 30m². The garage would reflect a continuation of the development in terms of max. height and red brick clad treatment. The new build would measure a max. height of approx. 3m above natural ground level, 2.5m internal head room, be set in approx. 2m from the front boundary thus provide defensible space and at the front between the primary elevation and service road by way of soft landscaping and include provision for 3no x 240ltr refuse bins and food container enclosed by way of a timber pergola at the front approx. 2.65m width x 1.4m height x 0.85 depth. The front elevation fronting Page Court would be clad in red brick treatment, which would consist of projecting headers and recessed joints with high level fixed shut and obscurely glazed window openings and canopy at the front over the entrance, which would therefore provide some form of visual articulation and interest particularly of the front elevation compared to the earlier revision.

Given the above, it is considered that the design and scale would be sympathetic in context and its contribution to the character and appearance of neighbouring buildings and local area would be accordance with DM1 of the DMP 2012.

Impact on the amenities of neighbours

Any development should ensure that the amenities of neighbouring occupiers are respected. The Council's guidance advises that new development 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 building and using an appropriate roof form to ensure that the amenities of neighbours are not harmed.

One of the Council's key objectives is to improve the quality of life for people living in the Borough and therefore development that results in unacceptable harm to neighbours amenity is unlikely to be supported. Good neighbourliness is a yardstick against which proposals can be measured.

Policy DM01 in Council's Development Management Policies DPD stipulates that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.

The site is located between a narrow access road to garages, open playing field and garage block. The development would be set away approx. 15m away from the rear elevation of nos 9 -12 Page Court and approx.34m from the rear elevation of nos 23-26 Page Court. No habitable openings are proposed in the front and side walls. Given the above site circumstances, the development would not give rise to any undue impact upon the residential amenities of neighbouring properties in terms of loss of light, outlook and privacy.

In addition to this the development would support a level of accommodation suitable for a maximum of 3persons. Given the established residential use of the immediate area and the marginal increase in occupancy level over the whole site, it is not considered to justify that the additional household would cause demonstrable harm to the acoustic privacy of neighbours to warrant refusal on this ground.

Impact on the amenities of future occupiers

All residential development is expected to comply with the minimum space standards as advocated within the Sustainable Design and Construction SPD and the London Plan (2016). The minimum standard for a 2no. bed 1no. storey residential dwelling for up to 3 occupiers is 61sqm. The proposed development would provide an accommodation of approx..65sqm, which would marginally accord with the above standard.

Plans reflect purpose-built storage of 2.3sqm and would therefore fulfil the minimum provision of at least 2.0sqm and provide a minimum internal head room of at least 2.5m thus comply with the minimum floorspace for new residential units as per the London Plan (2016).

The Sustainable Design and Construction SPD advocate that suitable outdoor amenity space should be provided for all new residential units. The SPD specifies that for houses, amenity space should be provided in the form of individual rear gardens; for houses with up to four habitable rooms, 40sqm should be provided. The development would only serve 2 habitable rooms for a max. capacity of 3 persons and provide a private rear garden space of 30m², however given the siting of open playing fields adjacent to the application site, it is considered that the shortfall would be mitigated in this regard.

The development would provide suitable outlook and daylight for all habitable rooms. Rooflights would serve to increase access to natural light and ventilation. It is considered that suitable amenity would be provided for future occupiers.

Impact on trees of special amenity value

The development site is located between a narrow access road to garages, open playing field and garage block. The position of the development is more appropriate in terms of impacts on trees compared to planning ref 17/3317/FUL. No trees would have to be removed to facilitate the development and therefore the impacts could be managed with engineering solutions/ protective measures.

However T1 and moderate value (Cat B) sycamore tree is within 7m of the proposal. The crown of this tree is shown to overhang the proposed building which will require continual tree management. This work can be permitted under common law rights to provide a suitable level of clearance. There is also a real risk of post development pressure to remove the tree for light, fear of tree failure and insects, birds and general tree debris messing up the property.

While these issues would not necessarily warrant refusal in this instance, the applicant would be required to provide a tree management plan to outline how these issues would be managed by the owner/occupiers.

The construction method statement plan shows construction offices and storage areas within the construction exclusion zone of T3, T4 & T5 on the southern boundary. Both the tree protection plan and the construction method statement should provide a coherent method for the protection of trees around the development site. A detailed landscaping plan should be submitted to ensure the development satisfactorily integrates into the landscape from the sports field, the flats and users of the garage. These issues would be secured by way of a condition.

Impact on the openness of the Green Belt

The application site is set back approx. 30m from Pursley Road and the extent of the site is not entirely visible or prominent from the public realm. The site is bound by a designated Green Belt on the eastern boundary and an existing row of garages at the rear. Submitted drawings indicate a vehicular turning area between the rows of garages. DM15 of the DMP 2012 stipulates that development adjacent to Green Belt/MOL should not have a detrimental impact on the visual amenity and respect the character of its buildings. The policy (in conjunction with the London Plan and the NPPF) states that protection should be given to MOL land to the same degree as green belt.

Pre-app ref 17/8352/ENQ recommended the continuation of the freestanding garages insofar as height and flat roof form to provide less of an ominous impact upon the Green Belt. However, its low level scale and height in the wider context would be considered sympathetic although would not be characteristic of the local area. Nonetheless, the proposed development does not give rise to loss of openness or prevent the loss of views through the site into the green belt. Furthermore, the proposed development does not result in a loss of the permanence of this land and as a result, it is considered that the proposed development would not be contrary to policy DM15.

Traffic and highways

The PTAL for the site is 1b and therefore sited in an area characterised by low level accessibility and connectivity.

The site is within a Controlled Parking Zone (CPZ).

For areas with low PTAL (generally PTALS's 0-1) higher levels of parking provision should be considered to address overspill parking pressures. The maximum residential parking standards as per the London Plan (2016) recommends up to 2 parking spaces for residential units with 4 or more bedrooms and less than 1 parking space for 1 -2 bedrooms.

1no. off-street parking space has been provided within the application site by way of an attached garage 2.5m width x 5m depth with roller shutter doors in the front wall. This would therefore address the demand for parking generated by the development without the compromise of existing kerbside parking or congestion on the service road in accordance with the London Plan 2016.

Cycle parking

No secure cycle provision has been provided for the occupiers of the new development. To comply with the London Plan (2016) a min. of 2 cycle spaces must be provided. A condition has therefore been attached in this regard.

Refuse Collection Arrangements

Submitted plans indicate the provision of 3no x 240ltr refuse and recycling container and 1no x food caddy for the occupiers of the new development in accordance with Barnet's Waste and Recycling Strategy (2017). Given its current location over 30m from the public highway, an informative has been attached to ensure that the bins are relocated to the public highway only on collection days for collection purposes only.

Accessibility and Sustainability

A condition has been attached to ensure the integration of water saving and efficiency measures insofar as a maximum of 105 litres of water consumption per person per day to comply with Policy 5.15 of the London Plan (2016) and a reduction of CO2 emissions over Part L of the 2013 Building Regulations in accordance with the requirements of Policy 5.2 of the London Plan (2016) and the 2016 Housing SPG's requirements.

5.4 Response to Public Consultation

- Odds with the character of the local area and therefore sets a precedence in the area for similar development
- Loss of light and outlook and privacy creating an unacceptable sense of enclosure
- Loss of the communal garden amenity
- Backland development (Inappropriate development in an inappropriate location to the detriment of existing residents)
- Disturbance to the local wildlife and species

- Traffic and parking issues

The above issues are material planning considerations and have been addressed in the main body of the 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

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

H. M. LAND REGISTRY GENERAL MAP

GREATER LONDON
MIDDLESEX

SHEET

XI. 2.

SECTION

BL (Extract from)

Scale 1/625

Enlarged from 1/2500

BOROUGH OF BARNET

~~HENDON PARISH~~

SUNN'S
LANE

PAGE
STREET

PURSLEY ROAD



Crown Copyright Reserved

PLAN OF TITLE No. MX317658