

Location **33 Ranulf Road London NW2 2BS**

Reference: **19/0965/FUL**

Received: 19th February 2019

Accepted: 19th February 2019

Ward: Childs Hill

Expiry 16th April 2019

Applicant: Christoforou Family

Proposal: Demolition of the existing dwelling and replacement with a two storey plus rooms in roofspace dwelling house

Recommendation: Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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:

- Existing Location and Site Plan, Drawing No.LP-01 Rev 00;
- Existing Site Plan, Drawing No.EX-00 Rev 00;
- Existing Ground Floor Plan, Drawing No.EX-01 Rev 00;
- Existing First Floor Plan, Drawing No.EX-02 Rev 00;
- Existing Second Floor Plan, Drawing No.EX-03 Rev 00;
- Existing Roof Plan, Drawing No.EX-04 Rev 00;
- Existing Front Elevation, Drawing No.EX-05 Rev 00;
- Existing Rear Elevation, Drawing No.EX-06 Rev 00;
- Existing Side Elevations, Drawing No.EX-07 Rev 00;
- Existing Side Elevation 02, Drawing No.EX-08 Rev 00;
- Existing Section AA, Drawing No.EX-09 Rev 00;
- Demolition Plan, Drawing No.2018-037-03 Rev -;
- Demolition Elevations, Drawing No.2018-037-04 Rev -;
- Proposed Floor Layouts, Drawing No.2018-037-500 Rev -; and
- Proposed Elevations, Drawing No.2018-037-501 Rev -;

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 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).

- 4 a) Before the development hereby permitted is first occupied, details of boundary treatment to be installed to the rear of the property adjacent to the neighbouring occupier at No.31 Ranulf Road shall be submitted to and approved in writing by the Local Planning Authority.

b) The bounday enclosures shall be installed in accordance with the details approved under this condition before first occupation and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012), the Residential Design Guidance SPD (adopted April 2013) and the Sustainable Design and Construction SPD (adopted April 2013).

- 5 Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no windows or doors, other than those expressly authorised by this permission, shall be placed at any time in the side elevations , of the extension hereby approved, facing No.31 and No.35 Ranulf Road.

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

- 6 The roof of the ground floor rear projection 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).

- 7 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.

8 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.

9 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 October 2016) and 7.21 of the London Plan 2016.

10 a) Before the development hereby permitted is first occupied 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.

- 11 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.

- 12 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.

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

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

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

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

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

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

Reason: In the interests of highway safety, noise 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 Policies 5.21, 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

- 15 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.

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

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

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 Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.
- 4 The applicant advised that an application under the Highways Act (1980) will need to be submitted for any works proposed on public highway to facilitate the development. The works on public highway shall either be carried out under S184 or S278 of the Highways Act (1980). As part of the application, the applicant shall submit proposed design and construction details to Development Team for approval. The applicant is also advised that any consequential damage to public highway as a result of the development proposal shall be borne by the applicant.

The applicant is advised that photographic records should be kept of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section - Development and Regulatory Services, London Borough of Barnet, Barnet House, 1255 High Road, Whetstone N20 0EJ

- 5 Damage to public highway as a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk or nrswa@barnet.gov.uk at least 10 days prior to commencement of the development works.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

- 6 It is an offence under Section 151 of the Highways Act 1980 to allow mud, debris or other materials to be deposited on the highway so as to damage it, obstruct it or create a nuisance or danger. The applicant will ensure that highways in the vicinity of the works are kept free from mud, debris and dust falling from vehicles or the wheels of vehicles associated with the works or spreading from the works. Where the deposit of mud, debris or dust is unavoidable, warning signs must be exhibited whilst works are in progress. Carriageways and footways affected must be swept at least every two hours or otherwise to the satisfaction of the Authority. The applicant shall be responsible for keeping the highway clean in the vicinity of the site. Any mud or spoil deposited on the public highway shall be removed without delay.
- 7 If a concrete pump lorry is operated from the public highway, the surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.

- 8 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.

Officer's Assessment

1. Site Description

Ranulf Road is a residential street in the Childs Hill Ward. A number of properties on Ranulf Road have had alterations and the surroundings are predominantly suburban in character. The property is not listed nor in a conservation area.

33 Ranulf Road is a large detached single dwelling house in the Hocroft Estate. The front elevation of the property is two-storey with a substantial pitched roof and the rear elevation is also two storeys with an existing single storey rear extension of 5 metres. The property has a side garage neighbouring no. 35 which is set at a lower level in the front elevation in relation to the main dwelling house. This is due to the fall in levels meaning that the houses are positioned on a slight slope. Thus, the dwelling at 31 Ranulf Road is slightly higher than no. 33 and no. 35 is at a slightly lower level.

2. Site History

Reference: 18/3587/HSE

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Approved subject to conditions

Decision Date: 21 November 2018

Description: Part single, part two-storey rear extension with rear juliette balcony (at first floor level) following demolition of existing single storey rear extension. Part single, part two storey side extension including extension to roof following removal of existing side dormer. New front (portico) porch with replacement canopy. Extension to main roof, including raising the ridge height, 3no front dormers and 3no rear dormers following removal of existing front and rear dormers and rear rooflights. Associated alterations to fenestration including double glazing. Alterations to landscaping including new front boundary wall with railing and new hardstanding (AMENDED PLANS AND DESCRIPTION)

Reference: 18/4803/HSE

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Refused

Decision Date: 28 September 2018

Description: Part single, part two-storey rear extension with rear balcony (at first floor level) following demolition of existing single storey rear extension. Part single, part two storey side extension including extension to roof following removal of existing side dormer. New front (portico) porch with replacement canopy. Extension to main roof, including raising the ridge height, 3no front dormers and 3no rear dormers following removal of existing front and rear dormers and rear rooflights. Associated alterations to fenestration including double glazing. Alterations to landscaping including new front boundary wall with railing and new hardstanding (AMENDED PLANS AND DESCRIPTION)

Appeal: Dismissed 07.02.19

Reference: 19/0205/S73

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Approved subject to conditions

Decision Date: 5 March 2019

Description: Variation of condition 1 (Plan Numbers) pursuant to planning permission 18/3587/HSE dated 21/11/2018 for 'Part single, part two-storey rear extension with rear juliette balcony (at first floor level) following demolition of existing single storey rear extension. Part single, part two storey side extension including extension to roof following removal of existing side dormer. New front (portico) porch with replacement canopy.

Extension to main roof, including raising the ridge height, 3no front dormers and 3no rear dormers following removal of existing front and rear dormers and rear rooflights. Associated alterations to fenestration including double glazing. Alterations to landscaping including new front boundary wall with railing and new hardstanding.` Amendments to first floor rear extension

Reference: F/02021/14

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Approved subject to conditions

Decision Date: 23 June 2014

Description: Variation of condition 1 (plan numbers) Pursuant to planning permission F/04797/11 dated 02/04/2012. Amendments include extending the basement walls to the north and west, changing the staircase and extending the plant room.

Reference: F/03161/12

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Refused

Decision Date: 3 October 2012

Description: Single storey rear extension.

Reference: F/04797/11

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Approved subject to conditions

Decision Date: 3 April 2012

Description: Proposed basement to the existing dwelling house.

Reference: C03982E/03

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Refused

Decision Date: 7 April 2003

Description: Single storey rear extension.

Reference: C03982H/05

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Refused

Decision Date: 6 June 2005

Description: Single storey rear extension.

Reference: C03982F/03

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Approved subject to conditions

Decision Date: 13 June 2003

Description: Single storey rear extension.

Reference: C03982G/04

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Refused

Decision Date: 10 January 2005

Description: Part single, part two-storey rear and side extension.

Reference: F/01642/09

Address: 33 Ranulf Road, London, NW2 2BS

Decision: Approved subject to conditions

Decision Date: 30 June 2009
Description: First floor side extension.

3. Proposal

This planning application seeks the following works: Demolition of the existing dwelling and replacement with a two storey plus rooms in roof space dwelling house.

4. Public Consultation

Consultation letters were sent to 16 neighbouring properties.

8 responses have been received, comprising 8 letters of objection, 0 letters of support and 0 letters of comment.

The objections received can be summarised as follows:

- Bulk and mass of the proposed dwelling compared with the existing dwelling;
- Disproportionate to other dwellings on the road;
- Obscure light to neighbouring properties;
- Increased height;
- Reduction of space between dwellings;
- Concerns regarding proposal creating a precedent for larger dwellings on Ranulf Road;
- Change in roof profile;
- Overpowering gated entrance.

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 revised National Planning Policy Framework (NPPF) was published on 19th February 2019. 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, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. 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 London Plan is currently under review. 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 adopted 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, CS5.
- Relevant Development Management Policies: DM01, DM02.

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

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

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

Sustainable Design and Construction SPD (adopted October 2016)

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

5.2 Main issues for consideration

The main issues for consideration in this case are:

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

5.3 Assessment of proposals

Any scheme for the site will need to respect the character and appearance of the local area, related appropriately to the site's context, and ensure protection of the amenities of neighbouring occupiers and the amenities of future occupiers. This will include taking full

account of all neighbouring sites and will suitably address the requirements of the development plan policies such as DM01, CS05 (both of the Barnet Local Plan), 7.4 and 7.6 (both of the London Plan).

The applicant seeks permission for the following:

- Demolition of the existing dwelling and replacement with a two storey plus rooms in roof space dwelling house.

Elevations:

- The proposed dwelling would measure 10m from natural ground level to the top of the proposed crown roof;
- The proposed dwelling would be set down from the neighbouring property at No.31 Ranulf Road by 2.2m and would sit above No.35 by approximately 0.5m (measurement taken from the subordinate side element closest to No.35);
- The proposed dwelling is proposed to be of a similar design to the existing dwelling and the dwellings on this side of Ranulf Road which is characterised by large dwellinghouses, over three levels with widths spanning a large proportion of the overall plot size.

Ground floor:

- The proposed ground floor would house a study, dining room, garage, living room, family room, kitchen (and associated utility/coat rooms/toilet) and entrance hallway.
- 20m in depth on the side closest to the neighbour at No.33 Ranulf Road;
- 17m in depth on the side closest to the neighbour at No.35 Ranulf Road;
- 16m in width, with a separation off the boundary with No.33 and proposal to be located on the boundary with No.35;
- Two front bay window projections and a centrally aligned front porch projection with a flat roof and 2x decorative pillars.

First floor:

- The proposed first floor would house a master suite with associated ensuite and dressing room, 2x bedrooms with ensuite bathrooms and a landing/gallery space;
- Maximum depth of 15.0m from the main front building line (not including the bay windows);
- A subordinate first floor side 'extension' element which is set back from the main front building line by 3.0m and positioned on the boundary with No.35 Ranulf Road.
- 2x rear projections at first floor level which are set in from both boundaries of neighbouring properties, with a rear terrace/balcony area accessed internally through the proposed master bedroom.

Second floor:

- The proposed roof level would house 2x bedrooms with associated ensuites, a playroom, a separate bathroom, a cinema room and storage spaces;
- There are three proposed dormer windows to the front elevations and rear elevations.

Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;

Principle of Redevelopment and Design:

The principle of replacing the dwelling with a new house is considered acceptable. The property is not listed or within a conservation area and is not of any particular architectural merit to warrant its retention.

The location of the proposed dwelling would be in keeping with Planning Policy Guidance and Regional Policy Guidance recommending the need for the effective use of land within urban areas and the use of previously developed land as far as possible.

Council Policies, in particular policy DM01 of the Development Management Policies (Adopted 2012), state that new residential developments must harmonise with and respect the character of the area, and the design of the proposal is considered to be consistent with the established character of the area.

As part of the assessment within this officer's report, reference is made to a dismissed appeal (appeal reference APP/N5090/D/18/3217211) which related to application 18/4803/HSE. This previous application differs in nature to the current proposal due to its being for householder extensions to the existing dwelling, however the scale of the extensions is very similar.

The appeal was dismissed on one point only - the inadequate set back of the first floor side extension proposed as part of that scheme from the front elevation, on which the Inspector stated "The prominence of the side extension in relation to the neighbouring property would represent poor design in this context and would result in harm to the character and appearance of the area".

Applications incorporating a first floor extension set back 3m from the front elevation have subsequently been approved (18/3587/HSE and 19/0205/S73).

The current proposal incorporates the appeal proposals but with the set back first floor.

Given the application history and the merits of the proposal, the overall size, scale, bulk, height and design of the development is considered to be appropriate within its context.

Whether harm would be caused to the living conditions of neighbouring residents:

Ground Floor;

The proposed width of the property and front building line maintain consistency with the existing dwelling.

The appeal inspector noted the following for the proposed ground floor rear projection in Appeal Reference APP/N5090/D/18/3217211 Point 6: "Although large and deep, the ground floor additions would not be out of keeping with the scale of the extended house and its large garden."

It has been assessed that there is an existing rear outbuilding on the boundary with No.31 Ranulf Road, this currently extends 8.9m beyond the existing ground floor rear elevation of No.31. The proposed ground floor extension would extend to a depth of 6.0m from the existing rear wall at No.31 Ranulf Road and would be set away from the boundary by approximately 1.0-1.2m. This was highlighted in the appeal inspectors report under Point 13: "With regard to the residents of 31 Ranulf Road, the ground floor works would not extend as deep into the rear garden as the existing masonry structure that is built up to the shared boundary. The removal of this structure and the construction of the single storey rear addition, away from the boundary, would be less imposing than the current structure. Subject to appropriate boundary treatment, this element of the proposal would be satisfactory'. The requirement for a boundary treatment against No.31 Ranulf Road is to be secured by condition on this application.

The existing outbuilding sits at a height of approximately 2.3m, the proposed ground floor projection is proposed to be of a maximum height of 3.7m.

As previously mentioned, the properties along this part of Ranulf Road are located on a slight slope and thus the neighbouring property at No.31 Ranulf Road sits at a higher level than the application site.

The appeal inspector concluded the following on appeal reference APP/N5090/D/18/3217211 Point 17: "Given the recent permission, I am satisfied that the proposal would not result in unacceptable additional harm with regard to amenity. It would generally satisfy the Council's design policies and those of the Framework."

The proposal footprint differs to the appeal scheme as it includes an 'infill' extension at ground floor level resulting in a staggered elevation. Due to the positioning of this additional depth in a centrally aligned location on the rear elevation at ground floor level, it is not assessed to impact amenity of neighbouring occupiers.

Due to No.31 Ranulf Road being positioned at a higher level, it is assessed that this additional increase in size and its positioning of away from the boundary would not be harmful to the neighbouring property.

First Floor;

A first-floor level, the main concerns expressed as part of the appeal scheme APP/N5090/D/18/3217211 are regarding the first-floor element closest to No.35 Ranulf Road. This has been incorporated as part of this proposal (a subordinate side projection to the proposed main dwelling). The appeal inspector expressed concerns regarding this element, Point 17:" The prominence of the side extension in relation to the neighbouring property would represent poor design in this context and would result in harm to the character and appearance of the area".

As part of this proposal, this element of the scheme has been reduced in the following way:

- The side wing element has been set back from the main front elevation by 3.0m; and
- And has been set away slightly from the boundary.

An application incorporating an amended first floor side extension was submitted and approved (reference 18/3587/HSE). Therefore, the principle of a two-storey side projection/wing closest to No.35 Ranulf Road is acceptable at the proposal site.

Therefore, officers would not object to the dimensions at first floor level in relation to impact on the amenity of neighbouring occupiers.

Second Floor/Roof Level;

The proposed second floor/roof level and proposal of a large crown/mansard roof incorporating 6no dormers, 3no to the front and 3no the rear roof slopes and raising of the ridge height are considered acceptable. The proposed dormers would all be similar in height, width and depth mimicking the existing design of those on the front of the property. The proposal seeks to raise the ridge height by approximately 0.75 metres. As previously mentioned the topography of Ranulf Road is a gradual slope. Given this topography and the minimal raising of the ridge height officers do not consider that there would be any harm to the existing street scene given the significant level changes as existing between the application site and adjacent properties.

The new roof would be the same as the roof proposals approved in previous applications and shown within the appeal scheme.

Officers do not consider that the second floor/roof level will result in any unacceptable harm to the visual or residential amenity of any neighbouring occupiers.

The proposals are considered to have an acceptable impact in relation to the amenities of neighbouring occupiers, in accordance with Policy DM01 of the Development Management Policies DPD.

5.4 Response to Public Consultation

Representations have been addressed within the main body of this report.

6. Equality and Diversity Issues

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

7. Conclusion

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