

Location **7 Edward Road Barnet EN4 8AY**

Reference: **17/7933/FUL**

Received: 15th December 2017

Accepted: 15th December 2017

Ward: East Barnet

Expiry 9th February 2018

Applicant: Mr Sherman

Proposal: Demolition of existing detached house and erection of 5no terraced houses.
Associated amenity space, cycle/refuse storage and off-street parking

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:

201774.P.001 (OS Map)

201774.P.002 B (Existing & Proposed Block Plan)

201774.P.101 C (Proposed Ground & First Floor Plans)

201774.P.301 C (Existing & Proposed Streetscape)

201774.P.302 C (Proposed Elevations)

Highways Statement (received 24.01.17)

Planning Statement (received 15.12.17)

Sustainability Statement (received 15.12.17)

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 sample 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 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.

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

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

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

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

6 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 2015.

- 7
- 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.

- 8
- a) Before the development hereby permitted is first occupied, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority.
 - b) The development shall be implemented in full accordance with the details as approved under this condition prior to the first occupation and retained as such thereafter.

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

- 9
- a) 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 Before the development hereby permitted is first occupied or the use first commences the parking spaces shown on Drawing No. 201774.P.002 B (received 29.01.2018) shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

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

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

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

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

- 12 Before the building hereby permitted is first occupied the proposed window(s) in the side elevations as illustrated on drawing number 201774.P.302 Rev C 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).

- 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 and E of Part 1 of Schedule 2 of that Order shall be carried out within the area of the application site 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).

- 14 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 proposed units Nos 3 and No7.

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).

- 15 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.

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

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

- 17 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.

- 18 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).

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

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

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. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

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

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

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

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

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

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to

commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

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

Relief or Exemption from CIL:

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

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

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

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

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

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

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

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

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking /

insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

- 4 The applicant is advised that if any modification is required or proposed to access from the public highway, such works would be subject to a detailed investigation by the Traffic and Development section. Heavy duty access may need to be provided to cater for a heavy duty use and may involve relocation of existing street furniture. The works would be undertaken by the Highway Authority at the applicant's expense. You may obtain an estimate for this and any associated work on the public highway, and further information, from the Traffic and Development Section - Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ, by telephone on 020 8359 3018, or via crossovers@barnet.gov.uk.
- 5 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
 - 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
 - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
 - 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
 - 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
 - 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
 - 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

Officer's Assessment

1. Site Description

The application site is located on the north-eastern side of Edward Road and consists of a vacant plot of land (Nos 3-5) and a two-storey family dwelling (No.7). The existing dwelling is originally a detached property however is now linked with No.9 with a single storey addition. The redundant plot is currently used for the storage of various materials.

The road is predominantly residential with some industrial buildings to the west. The site is located on the southern outskirts of the New Barnet Town Centre. The street is characterised by a mix of properties with the majority being terraced. However, the adjoining sites comprise a detached property (No.1) and end terrace (No.9). The style of properties is varied, but there is an established building line.

2. Site History

Reference: B/00086/10

Address: 7 Edward Road, Barnet, EN4 8AY

Decision: Refused

Decision Date: 9 March 2010

Description: Erection of two 2-storey detached houses following demolition of garage on land adjoining No. 7 Edward Road.

Reference: N15573A/08

Address: 3-5 Edward Road, Barnet, EN4 8AY

Decision: Approved with conditions

Decision Date: 18 March 2008

Description: Erection of 1 No. two storey house with rooms in roof space.

Reference: B/04474/08

Address: 7 Edward Road, Barnet, EN4 8AY

Decision: Refused

Decision Date: 11 February 2009

Description: Demolition of sheds and garage attached to No. 7 Edward Road and the construction of 2No. 4 bed houses

3. Proposal

This application seeks consent for the demolition of the existing property at No.7 and erection of 5no terraced houses, with associated amenity space, cycle/refuse storage and off-street parking. The proposal would provide 5 x 3 bedroom units with each dwelling provided with 1no off-street parking space.

The application has been amended during the course of the application to include the following:

- Removal of cat-slide roof to proposed end of terrace unit adjacent to No.9.

4. Public Consultation

Consultation letters were sent to 85 neighbouring properties.

10 responses have been received, comprising 9 letters of objection and 1 letter of support.

The letters of objection raise the following concerns:

- Proposed scheme is out of character with the existing street
- Previous applications on the site previously refused
- Impact on parking provision
- Impact to highway safety caused through additional vehicles
- Overdevelopment and overcrowding of a densely populated area
- Loss of light and overshadowing
- Overlooking
- Additional noise generated by the proposal
- Planning obligations not met towards education and health services
- No.7 is not a detached property

Theresa Villiers MP has submitted an objection to the application, raising the following consideration:

- No.7 is not a detached house. Concern on this property during demolition
- Provision of 5 on-site parking spaces is not sufficient and will have adverse impact on Edward Road

Cllr Philip Cohen has submitted an objection to the application, raising the following considerations:

- Impact on parking provision
- Inappropriate provision of luxury housing. Barnet is short of affordable housing
- Demolition of No.7 is unnecessary. No.7 is wrongly described as a detached house.
- Building works at this end of Edward Road would put at risk car, cyclist and pedestrian users of Margaret Road.

The representation in support is noted below:

- Proposal is in keeping with the area;
- Bring much needed homes for families
- Removal of a long term eyesore.

Statutory Consultees

Traffic and Development - No objection, subject to conditions.

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 Draft London Plan

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, CS9, CS13, CS15.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM17.

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

Sustainable Design and Construction SPD (adopted October 2016)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- 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 proposal would provide a satisfactory level of amenity for future occupants;
- Whether harm would be caused to highway safety.

5.3 Assessment of proposals

Impact of the proposal on the character and appearance of the building, the street scene and the wider area

Development proposals involving the redevelopment of sites are required to reflect the character of their street and the scale and proportion of surrounding houses. This is supported by Policy DM01 of Council's Development Management Policies which states that development should understand local characteristics and 'preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets'.

Edward Road has a varied character in terms of property types, architectural detailing and materials. However, all the properties are two-storeys in height and follow an established building line. There is little in the way of off-street parking except for a small number of properties.

The proposal involves the demolition of the existing property at No.7. While the representations received have raised concerns relating to the loss of this building, it does not hold any protected designation which would prohibit its demolition. Nos 3 and 5 consist of an existing vacant plot. The street is residential in character and therefore the principle of demolition of the existing building and the redevelopment of a residential scheme is considered to be acceptable, subject to compliance with all other relevant policies.

The application proposes a row of 5no. terrace properties. The proposed footprint would follow the established building line with the front and rear elevations being approximately in-line with the properties to the south. The height of the building replicates the height of neighbouring two storey dwellings located in the area and respects the sloping nature of the site. There would be a separation distance of approximately 1 metre to both neighbouring properties which is considered to provide a suitable separation between the neighbouring properties and setting for the proposed development. A proposed modern development in terms of its external appearance is not considered to have a detrimental impact on the character and appearance of the host site or the street scene. The proposed rear dormers are considered to be of an appropriate scale to the roof structure and appear subordinate in nature. The size and siting of the proposed front rooflights are also considered to be acceptable.

Overall, the proposal is considered to comply with the requirements of policy DM01 in terms of its design, scale, height and layout and have an acceptable impact in terms of the character and appearance of the surrounding area.

Impact of the proposal on the amenities of neighbours

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. Privacy can be safeguarded by achieving adequate window to window, or window to balcony distances between buildings. In new residential development there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

The site is surrounded by residential properties. In terms of the impact on the neighbouring properties on Edward Road, the proposed footprint would align approximately with the front and rear building lines of the properties to the south. It is therefore not considered that the proposal would have an overbearing or overshadowing impact on the adjacent properties. No.1 is orientated away from the proposal and there is a single storey garage at the side which separates the existing building and the proposed dwelling. There is a window at first floor level of No.1 but it is considered that there would be no significant loss of light due to the orientation and separation distance of 4m between flank walls of No.1 and proposed house at No.3. There are no windows in the side elevation of No.9. The windows that are proposed in the side elevations of proposed dwellings 3 and 7 are illustrated as being fitted with obscure glazing. A condition will be attached to ensure that obscure glazing is fitted. To the rear the proposal would exceed the recommended 21m separation between habitable windows. As such the proposal is not considered to adversely impact the properties to the east.

Overall, it is not considered that the proposed terraced dwellings would result in a loss of light, outlook or privacy for neighbouring occupiers.

The quality of accommodation for future occupants

In terms of the amenity for future occupiers, the Planning Authority would expect a high standard of internal design and layout in new residential development in order to provide an adequate standard of accommodation. The London Plan and the Barnet's Sustainable Design and Construction SPD sets out the minimum space requirements for residential units. The proposed dwellings would measure:

House 3 - 3B4P - 92sq.m
House 3A - 3B5P - 99sq.m
House 5 - 3B5P - 99sq.m
House 5A - 3B5P - 99sq.m
House 7 - 3B4P - 90sq.m

The proposal would provide 5 family dwellings which is supported under policy DM08. Following a review of the internal floor plans, all the proposed units are deemed to meet the minimum internal space standards. All of the units would be dual aspect and considered to have acceptable levels of outlook and daylight and sunlight.

Barnet's Local Plan expects that sufficient and functional space should be provided for all new homes and flats wherever possible. The Sustainable Design and Construction SPD advises that for developments with up to five habitable rooms 55 m² of amenity space should be provided. All the proposed units would have 5 habitable rooms and rear gardens measuring from 55 to 63sq.m. As such, the proposal meets this requirement and is therefore acceptable in this respect.

Impact of the proposal on highway safety

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments.

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

For 2 and 3 bedroom units 1.0 to 1.5 spaces per unit

The proposal would provide 3 x 2-bed units and would have the following parking requirements:

5 x 3bd 1.0 - 1.5 5.0 - 7.5

The application would provide 1 off-street parking space per dwelling, five spaces in total. The Council's Traffic and Development service comment that the application site is located within a PTAL area of 3 (average) in which there are bus and train services available. The High Barnet London Underground station lies just outside the PTAL calculation zone. The development is not located in a controlled parking zone. The proposed parking provision of 1 space per dwelling is considered to be acceptable by the Highway's Officer and is considered to be a suitable level of off-street parking provision to stop the likelihood of overspill parking by future residents. A parking survey has been submitted as part of the application which advises that there is sufficient space to accommodate any over spill parking. The details of this survey are accepted by the Highway's Officer.

The Highways Officer notes that objections have been raised in terms of the highway width, however there is sufficient width for vehicles to pass at this point. Overall the proposal is not considered to generate a significant negative impact on the performance and safety of the surrounding highway network or its users.

The proposed refuse stores are considered to be provided within a suitable proximity from the public highway and can be easily accessed by refuse operatives.

Refuse and Recycling

It is proposed to site the refuse and recycling stores at the front of the site. A condition will be attached to seek details of enclosure or screening in order to ensure there is adequate mitigation to reduce the visual impact of the proposed refuse stores.

5.4 Response to Public Consultation

Concerns raised in the letters of representation are mainly addressed in the report, however, the following comments are also made:

Impact of proposed design - the proposed design, scale, layout and height is considered to be acceptable and would not have an adverse impact on the character and appearance of the street scene or surrounding area.

Previous applications have been refused - the previous applications were of a different form and nature in that they proposed the erection of two detached dwellings in the vacant plot between Nos 1 and 7. This application is substantially different and is assessed on its own merit.

Impact on highways - The application and its impacts has been assessed by the Council's Traffic and development service who have raised no objections to the proposal. The proposed parking provision is in accordance with the requirements of policy DM17.

Impact on amenity - the proposal is not considered to result in a detrimental impacts on the residential amenity of neighbouring occupiers. The proposed residential use is considered to be acceptable in this location and is not considered to generate a level of noise which would not be appropriate for this area.

Planning obligations are not met - in this instance, obligations are not required to be secured as part of the planning permission. The development will be CIL liable and the purpose of CIL money collected will be used to help provide for community infrastructure.

The existing property is not detached - It is acknowledged that there is a single storey side extension between the original building of No.7 and the neighbouring property at No.9. However, this is not considered to be substantial which would merit the property being considered a semi-detached terrace. The properties are very different in style and the single storey side extension is a later addition. That said, this element is not considered significant in terms of the assessment of the application. Concerns have been raised in relation to the proposed impacts of demolition, however, this is not a material planning issue and any damage caused would be covered under the Party Wall Act of Building Regulations.

Proposed housing is not appropriate - the proposal due to its number of units is not liable to provide affordable housing.

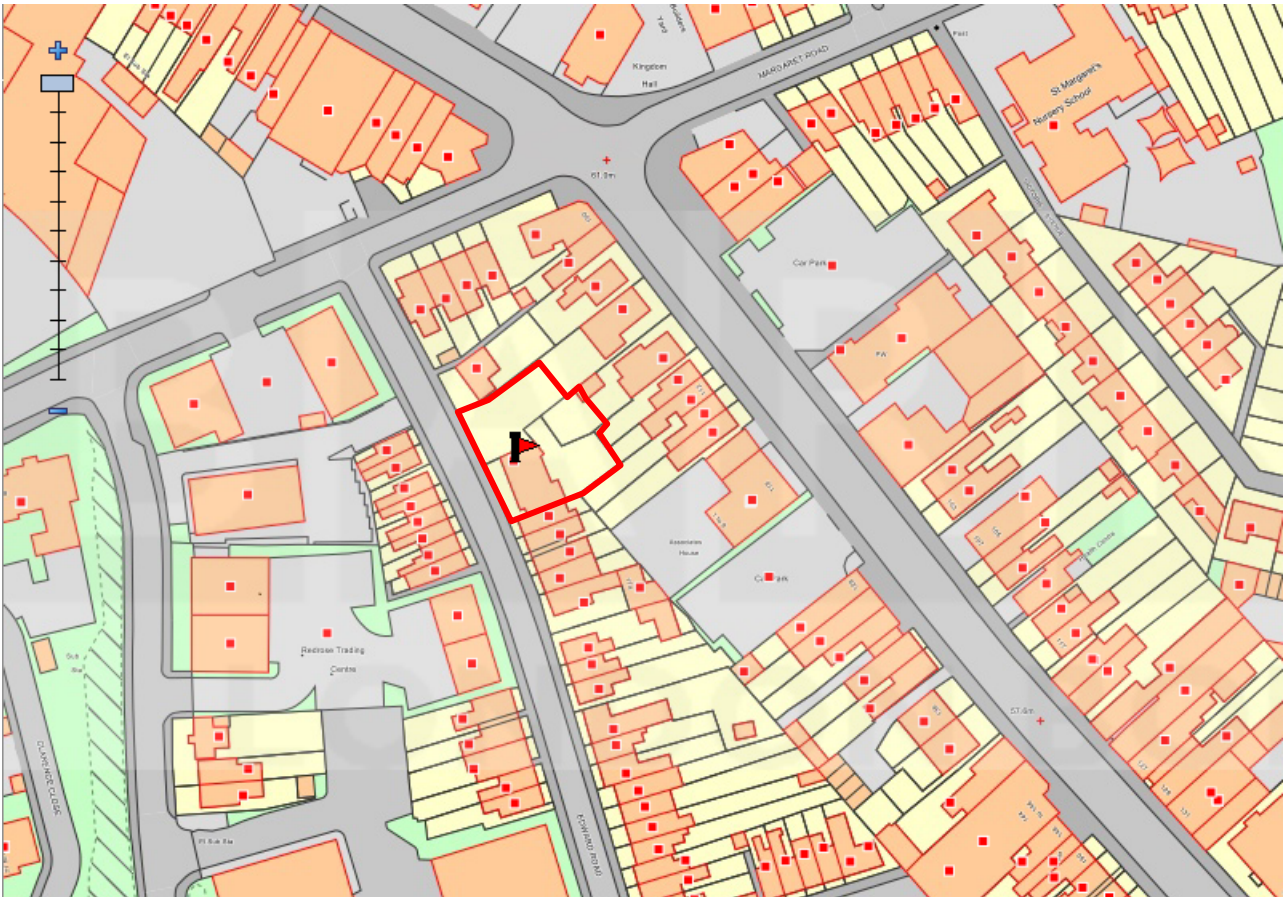
Impact of demolition and construction works - these matters are not controlled by the planning process and are covered by separate legislation such as building control, environmental health and highways.

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, future occupants of the development or highway safety. This application is therefore recommended for APPROVAL.



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