

**Location**                                **12A Crescent Rise Barnet EN4 9RR**

**Reference:**                            **18/0226/FUL**                                Received: 11th January 2018  
Accepted: 11th January 2018

Ward:                                        East Barnet                                        Expiry 8th March 2018

Applicant:                                Mr Marc Zitren

Proposal:                                    Demolition of existing bungalow and erection of 3no, two-storey dwelling houses with associated landscaping, parking, cycle and refuse storage

**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:
  - Location Plan
  - Existing Floorplans and Elevations (D/A450/1A Rev. A)
  - Proposed Floorplans and Elevations (D/1450/2B Rev. B)

The above were received on 22.01.2018.

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

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

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

- 3     a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.  
  
b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

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

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 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 Before the development hereby permitted is first occupied, enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins, shall be implemented in accordance with the approved plans 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).

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

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

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

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

- 8 Before the development hereby permitted is first occupied or the use first commences the parking spaces/garages shown on Drawing No. D/1450/2B Rev. B; 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.

- 9 Before the development hereby permitted is first occupied, cycle parking and storage shall be implemented in accordance with the approved plans 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).

- 10 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).

- 11 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).

- 12 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.

- 13 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.

- 14 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 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.

- 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.

#### **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](http://www.planningportal.gov.uk/cil).

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

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

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

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

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

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

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

Relief or Exemption from CIL:

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

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

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6314/19021101.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf)
2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.
3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the [legislation.gov.uk](http://legislation.gov.uk)

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

- 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](mailto: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](mailto:crossovers@barnet.gov.uk).

## **Officer's Assessment**

### **1. Site Description**

The application site is a single storey bungalow located on the south side of Crescent Rise. The plot in which the application site resides is larger than adjacent plots and is sited on a bend in the road. Crescent Rise is characterised by two-storey semi-detached properties, which include single storey side garages that enable a good level of visual separation between adjacent buildings. A number of properties within the street benefit from single, two-storey side and roof extensions. There is a single storey structure located to the west of the application site which resides within the curtilage of 19 Brookhill Road.

The application site is not located within a conservation area and is neither a statutory or locally listed building. There are no TPOs located within the curtilage of the application site.

### **2. Site History**

Reference: N00194

Address: Between 12 and 13 Crescent Rise, New Barnet, EN4 9RR

Description: The erection of detached bungalow and garage

Decision: Approved subject to conditions

Decision Date: 25/10/1965

Reference: N00194a

Address: 12 Crescent Rise, New Barnet, EN4 9RR

Description: Single-storey rear extension

Decision: Lawful

Decision Date: 14/09/1988

### **3. Proposal**

- Demolition of the existing bungalow;
- Creation of 3x 2.5 storey 3-bedroom family houses;
- 4.no off-street parking spaces;
- Associated cycle, amenity and refuse provision.

### **4. Public Consultation**

Consultation letters were sent to 74 neighbouring properties. 5 responses were received comprising 5.no letters of objection. These can be summarised as follows:

- Proposal represents an over-development of 3-storey houses on the plot of one single bungalow;
- The proposed car parking provision is insufficient for the expected number of residents of these new houses;
- The proposed development will lead to more parked cars on the street, which will cause an even greater impact for emergency vehicles and recycling trucks to access Crescent Rise;
- The addition of 3 houses is a 21.4% increase in habitation within this very small cul-de-sac;



- The three proposed dwellings would be out of keeping in a small cul-de-sac of semi-detached houses;
- Although the existing building is not a semi-detached property, its small size and height means it does not detrimentally impact the character of the road;
- The proposed garage will inevitably be re-utilised for storage/living space and therefore only three parking spaces will be provided in reality;
- In light of the lack of on street parking availability, the development should as a minimum meet the best possible standard of 1.5 parking spaces per 3 bedroom house which could be met if the development was in character with the rest of the road;
- Should any development be approved on this site, a considerate Construction Management Plan would be key as there is no on-street capacity for construction/trade vehicles, or skips without severely impacting residents, or even blocking this small cul-de-sac;
- Crescent Rise is already struggling with overflow parking from Charlotte Court and Brookhill Nursery; this development will cause greater parking stress;
- Understand development of the site is likely. However, 2 x 2 storey houses with garages would be a better compromise and would be more in keeping with the style of existing properties.

## **5. Planning Considerations**

### **5.1 Policy Context**

#### National Planning Policy Framework and National Planning Practice Guidance

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

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

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

#### The Mayor's London Plan 2016

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

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

#### 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, CS14.
- Relevant Development Management Policies: DM01, DM02, DM03, DM08, DM17.

Supplementary Planning Documents

Residential Design Guidance SPD (October 2016)

Sustainable Design and Construction SPD (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 property, the street scene and the wider locality;
- Whether harm would be caused to the amenity of neighbouring residents;
- Whether the proposed development provides sufficient living standards for future occupiers;
- Whether harm would be caused to parking and traffic in the surrounding area;
- Whether sufficient refuse storage has been provided.

## **5.3 Assessment of proposals**

### **Character and appearance**

This application seeks planning permission for the demolition of the existing bungalow and the erection of 3x 3-bed dwelling houses. Policy DM01 states that:

b. Development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The application site is the largest residential plot in Crescent Rise in both size and width. The existing bungalow at the application site is the only single storey dwelling on a street characterised by two-storey semi-detached buildings. Therefore, in terms of character perspective the bungalow is considered to be out of keeping with the adjacent 2 storey dwellings located on Crescent Rise.

The proposed development has been designed to appear as a pair of semi-detached dwellings and therefore visually align with and protect the character of the wider streetscene. The semi-detached properties within Crescent Rise are characterised by a pitched hip-end roof form and attached single storey garages which ensure a good level of visual separation between each semi-detached pairing. The facades are characterised by light brown brick, limited design detailing and single storey front porches. There are examples of design variance within the street, where semi-detached pairings are larger in width, do not include single storey garages and have made alterations to the roof such as side dormers. This is particularly evident at nos.3-4 Crescent Rise, where the building has a wider ridge run and greater first floor bulk than adjacent semi-detached pairings along Crescent Rise. Furthermore, they do not incorporate single storey garages common within the design of adjacent semi-detached pairings. The width of their cumulative plot is 17.4m which is 1m smaller than the width of the application site (18.4m). On the other hand, the application site has been designed to replicate the semi-detached pairings on the street,

incorporating a pitched hip-end roof form, a modest single storey front porch, matching facing materials and a single storey side garage to reinforce the visual separation intrinsic to the character of Crescent Rise. Only 1.no garage has been provided as part of the proposed development, as it is considered that there is a significant set-back between the application site and no.12 Crescent Rise, which is further reinforced by the presence of a single storey outbuilding in-between the aforementioned site's which resides within the rear curtilage of no.19 Brookhill Road. As the outbuilding cannot be built up to two storey level at any stage, it is considered that appropriate levels of visual separation will be maintained between the application site and no.12 Crescent Rise. Therefore, despite the application site being wider than nos.3-4 Crescent Rise, it has a comparable first floor level width and provides a better level of visual separation between neighbouring properties than is evident between nos.2 and 3 Crescent Rise for example. In view of adjacent properties within Crescent Rise, the proposed development is considered to be a design solution which is proportionate to its larger plot size and from a visual perspective would respect and protect the established character of the street. Therefore, it is not considered that the proposed development would be out of character with adjacent dwellings along Crescent Rise and would not cause significant harm to the appearance of the streetscene.

In regards to the broader question of character as to whether the creation of 3.no dwellings at the application site would constitute over development, a number of factors have been considered. Firstly, the London Plan (2016) suggests that suburban areas with a PTAL of 2/3 should feature densities of between 35-65 u/ha. The proposed scheme features 50 u/ha and is therefore within the acceptable range. Secondly, the application site is the largest and widest plot on the street and as discussed above does not result in a built form that is out of character with adjacent dwellings within Crescent Rise. Thirdly, as will be demonstrated below, the proposed development exceeds minimum internal and external space standards and complies with local policy in regards to parking requirements. Given the adjacent plot sizes along Crescent Rise are too small to accommodate 3.no units it is not considered that the proposed development would establish a harmful design principle within the street. As the proposed dwelling meets the amenity standards outlined within the London Plan (2016) and Sustainable Design and Construction SPD (2016), conforms to recommended density levels within the London Plan (2016) and does not cause harm to the visual appearance of the street, it is not considered that the creation of 3.no dwellings at the application site would cause harm to the character of Crescent Rise by way of overdevelopment. It is considered that the proposed development provides a pragmatic design solution to a plot which is materially larger (18.4m) than adjacent plot sizes, where the average width is around 8m.

The proposed dwellings have been designed to provide soft landscaping to the front of the site that will enhance the appearance of Crescent Rise. From a review of adjacent dwellings, a number of front gardens have been lost to hard standing for the purposes of parking cars. The proposed design provides sufficient capacity for both on-site parking and soft landscaping. A condition will be attached to any permission to ensure soft landscaping is provided to an acceptable design.

In summary, the design complies with Policy DM01 in that it respects local appearance, scale, and pattern of development. It proposes a design solution that responds to the uncharacteristically large plot size within Crescent Rise by appearing proportionate and comfortable within its allocated space. Furthermore, it enhances the visual appearance of the street through the creation of a front garden, provides good levels of visual separation between adjacent properties and replicates design features characteristic within the street. Indeed, it provides a level of visual bulk which is comparable to the semi-detached pairing at nos.3 and 4 Crescent Rise, albeit on a larger plot, with scope to provide a single storey

garage and better levels of visual separation between neighbouring properties. The proposed development is not considered to represent over development given its larger plot size and the fact, as will be demonstrated below, it exceeds minimum internal and external space standards and complies with policy DM17 in regards to parking requirements. Consequently, it is not considered that the proposed development would cause significant harm to the character and appearance of the application site or wider streetscene and would therefore be recommended for approval.

## **Neighbouring Amenity**

Paragraph 2.7.1 of Policy DM01 states that:

Schemes which significantly harm the amenity of neighbouring occupiers will be refused planning permission. Protecting amenity helps to protect the well-being of the boroughs residents. It is important to ensure that developments do not significantly overshadow neighbouring buildings, block daylight, reduce sunlight, or result in a loss of privacy or outlook.

It is considered that the proposed dwellings would not cause significant harm to the residential amenity of neighbouring occupiers by way of outlook, daylight / sunlight, privacy or overbearing. In regards to the adjacent property at no.13 Crescent Rise, the proposed development has been set-down to match the eaves height at no.13 to limit perceived overbearing and to maintain and protect neighbouring amenity. The proposed design has provided a first floor set-back between the flank wall and site boundary with no.13 of 3m, 2m more than the set-back recommended within Section 14 of the Residential Design Guidance SPD (2016) for first floor side extensions adjacent to a neighbouring site boundary. Given the first floor set-back of 3m and the orientation of no.13, a 45 degree view is maintained for first floor flank and rear windows at no.13. Furthermore, given the north-south orientation of the site, no.13 would benefit from good levels of outlook and daylight / sunlight to habitable rooms to the rear of the property. There is a single storey element which would be built up to the site boundary with no.13. However, the proposed height would only be 0.5m higher than the boundary fence and therefore would have limited impact on neighbouring amenity. It should be noted that the application site already sits to the rear of no.13 at more than single storey level (accounting for the pitched roof of the bungalow) and as a result the single storey garage of no.13 sits in front of the existing bungalow along the site boundary. As outlined in the character section above, it is considered that there would be a good degree of visual separation between the application site and no.13 given the proposed dimensions and set-backs.

In regards to no.12, the proposed development would be lower in height by 1.5m (measured to the eaves of the two-storey element). Furthermore, the application site and no.12 are separated by 13m at first floor level which is considered to provide adequate distance to protect against overshadowing and a loss of outlook. Indeed, given the north-south orientation of the site and the aforementioned separation between the application site and no.12, it is expected that no.12 will receive good levels of daylight / sunlight to habitable rooms to the rear of the property. As no flank wall windows have been included within the proposed development, it is not considered that neighbouring privacy will be compromised.

Section 2.4 of the Sustainable Design and Construction SPD (2016), states that a minimum of 10.5m needs to be retained between the rear wall of the proposed development and the boundary to the rear of the application site. The proposed development retains a distance of 11.5m.

In regards to an increase in the level of site activity, a concern raised by the some of the public comments received, it is considered that the proposed increase is acceptable. As outlined in the character section above and the question of overdevelopment, the application site has the largest plot size within Crescent Rise and contains a bungalow that is out of character with the adjacent two-storey semi-detached properties in regards to building scale and occupancy levels. Therefore, it is accepted that there is scope to increase the height and density at the application site. Given the size of the plot and the adjacent pattern of development, it is considered that a large 4-bed semi-detached property could be built on site that complies with character, amenity and highways considerations. Therefore, it is considered that 2.no, 4-bed, 8-person dwellings would be reasonable and would consequently result in a potential site occupancy level of 16.no people. The proposed development also has a potential occupancy level of 16 people (see living standards section below). It is therefore considered that the impact of the proposed development on levels of site activity is proportionate and would not result in an over intensification of use on-site that would result in harm to the residential amenity of neighbouring occupiers.

In summary, it is not considered that the proposed development would cause significant harm to the residential amenity of neighbouring occupiers by way of outlook, daylight / sunlight, privacy, overbearing or an over intensification of use. The set-back between the application site and neighbouring properties is in compliance with local design policy as outlined in Section 14 of the Residential Design Guidance SPD (2016) and serves to provide a good level of visual separation and an unhindered 45 degree viewshed at first floor level for neighbouring occupiers. Furthermore, it is considered that any increase in the level of site activity over and above the existing bungalow use would be proportionate and would not cause significant harm to the residential amenity of neighbouring occupiers. The proposed design also allows for sufficient distance between the rear elevation of the 3.no dwellings and the site boundary to the rear of the application site. The application complies with DM01, the Residential Design Guidance SPD (2016) and the Sustainable Design and Construction SPD (2016). Consequently, it is recommended for approval on amenity grounds.

### **Living standards for future occupiers**

Floor Area:

The London Plan (2016) and section 2.1 of the Sustainable Design SPD (Oct 2016) set out the minimum gross internal area (gia) space requirements for residential units. The proposed dwellings have the following gia:

House A: 3-bed, 5-person, 3-storey: 132.95m<sup>2</sup> provided (99m<sup>2</sup> required)  
House B: 3-bed, 6-person, 3-storey: 125.65m<sup>2</sup> provided (108m<sup>2</sup> required)  
House C: 3-bed, 5-person, 3-storey: 121.79m<sup>2</sup> provided (99m<sup>2</sup> required)

As demonstrated above, all proposed dwellings would exceed the minimum space standards as outlined within section 2.1 of the Sustainable Design SPD (Oct 2016).

Table 2.2: Internal layout and design requirements of Barnet's Sustainable Design and Construction SPD (Oct 2016) states that bedrooms should meet the following requirements.

- Single bedroom: minimum area should be 7.5 m<sup>2</sup> and is at least 2.15m wide;

- Double/twin bedroom: minimum area should be 11.5 m<sup>2</sup> and is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

All proposed bedrooms meet the above standards.

Floor to ceiling height:

Table 3.3 of Policy 3.5 of the London Plan states that a minimum ceiling height of 2.3 metres is required for at least 75% of the gross internal area of a dwelling.

All proposed dwellings meet the above standard.

Light/outlook:

Barnet's Sustainable Design & Construction SPD (Oct 2016) section 2.4 states that glazing to all habitable rooms should not normally be less than 20% of the internal floor area of the room and provide reasonable levels of outlook to all habitable rooms.

It is considered that each dwelling would benefit from a good level of dual aspect outlook, with the levels of natural light / sunlight provided to all habitable rooms in excess of BRE guidelines.

Amenity Space:

Section 2.3 of the Sustainable Design & Construction states that for houses with up to 5 habitable rooms, 55m<sup>2</sup> of usable amenity space should be provided. The proposed dwellings would each provide south-facing usable amenity space in excess of the minimum standards outlined above:

House A: 97.08m<sup>2</sup>

House B: 58.95m<sup>2</sup>

House C: 60.81m<sup>2</sup>

Based on the information above, the proposed dwellings are considered to provide a good level of amenity for future occupiers. Both internal and external areas of the proposed development exceed minimum space standards and each dwelling would benefit for a good level of dual aspect outlook and daylight / sunlight provision. Consequently, the application is recommended for approval on living standards for future occupier grounds.

## **Highways**

The proposed development would provide 4.no on-site parking spaces. 2.no parking spaces are allocated to House A via an integral garage and driveway and House B and C each have 1.no parking space via a front driveway. Based on a review of Policy DM17, the proposed development would have a parking requirement of 3 to 4.5 spaces. The PTAL rating for the site is 2. The application was reviewed by Highways who confirmed that they were satisfied the proposed development was acceptable on highways grounds, stating it provided a 'suitable level of off street parking provision to stop the likelihood of overspill parking by future residents of the development.

2.no secure and weatherproof cycle spaces have been provided for each dwelling in compliance with Policy 6.9 of the London Plan (2016). The location and method of storage is considered acceptable and will be secured via condition.

## **Refuse**

The applicant has provided refuse and recycling bins to the front of each dwelling in compliance with Barnet's Waste and Recycling Strategy (2017). Storage and screening provision has been provided to protect the visual appearance of the application site and wider streetscene. This will be secured by refuse and soft landscaping conditions.

## **5.4 Response to Public Consultation**

Public comments have been received and addressed in the report above. For clarity please see below:

- Proposal represents an over-development of 3-storey houses on the plot of one single bungalow:

This has been addressed in both the character and amenity section.

- The proposed car parking provision is insufficient for the expected number of residents of these new houses:

The proposed parking provision meets local policy and was considered acceptable by the highways department.

- The proposed development will lead to more parked cars on the street, which will cause an even greater impact for emergency vehicles and recycling trucks to access Crescent Rise:

The proposed development complies with local policy and is considered self-sufficient in terms of parking.

- The addition of 3 houses is a 21.4% increase in habitation within this very small cul-de-sac:

This is addressed in the amenity section where site activity is discussed.

- The three proposed dwellings would be out of keeping in a small cul-de-sac of semi-detached houses:

This is addressed in the character section.

- Although the existing building is not a semi-detached property, its small size and height means it does not detrimentally impact the character of the road:

This is noted.

- The proposed garage will inevitably be re-utilised for storage/living space and therefore only three parking spaces will be provided in reality:

This is an assumption. An assessment has to be made on the plans submitted.

- In light of the lack of on street parking availability, the development should as a minimum meet the best possible standard of 1.5 parking spaces per 3 bedroom house which could be met if the development was in character with the rest of the road:

The application was reviewed by Highways who considered the 4.no spaces provided acceptable.

- Should any development be approved on this site, a considerate Construction Management Plan would be key as there is no on-street capacity for construction/trade vehicles, or skips without severely impacting residents, or even blocking this small cul-de-sac:

This will be conditioned.

- Crescent Rise is already struggling with overflow parking from Charlotte Court and Brookhill Nursery; this development will cause greater parking stress:

As outlined above, it is considered that the proposed development is self-sufficient in regards to parking. Parking associated with uses not on the street does not preclude future development on Crescent Rise. The proposed development is considered in compliance with Policy DM17.

- Understand development of the site is likely. However, 2 x 2 storey houses with garages would be a better compromise and would be more in keeping with the style of existing properties:

As outlined in both the character and amenity sections, it is considered that the proposed development would not cause harm to the character and appearance of the application site and wider streetscene. Furthermore, given the size of the plot, two large semi-detached properties on the application site would be expected to have the same occupancy level (16 people) as the proposed development and therefore it is not considered that the proposed level of site activity would be out of character or harmful to neighbouring residential amenity.

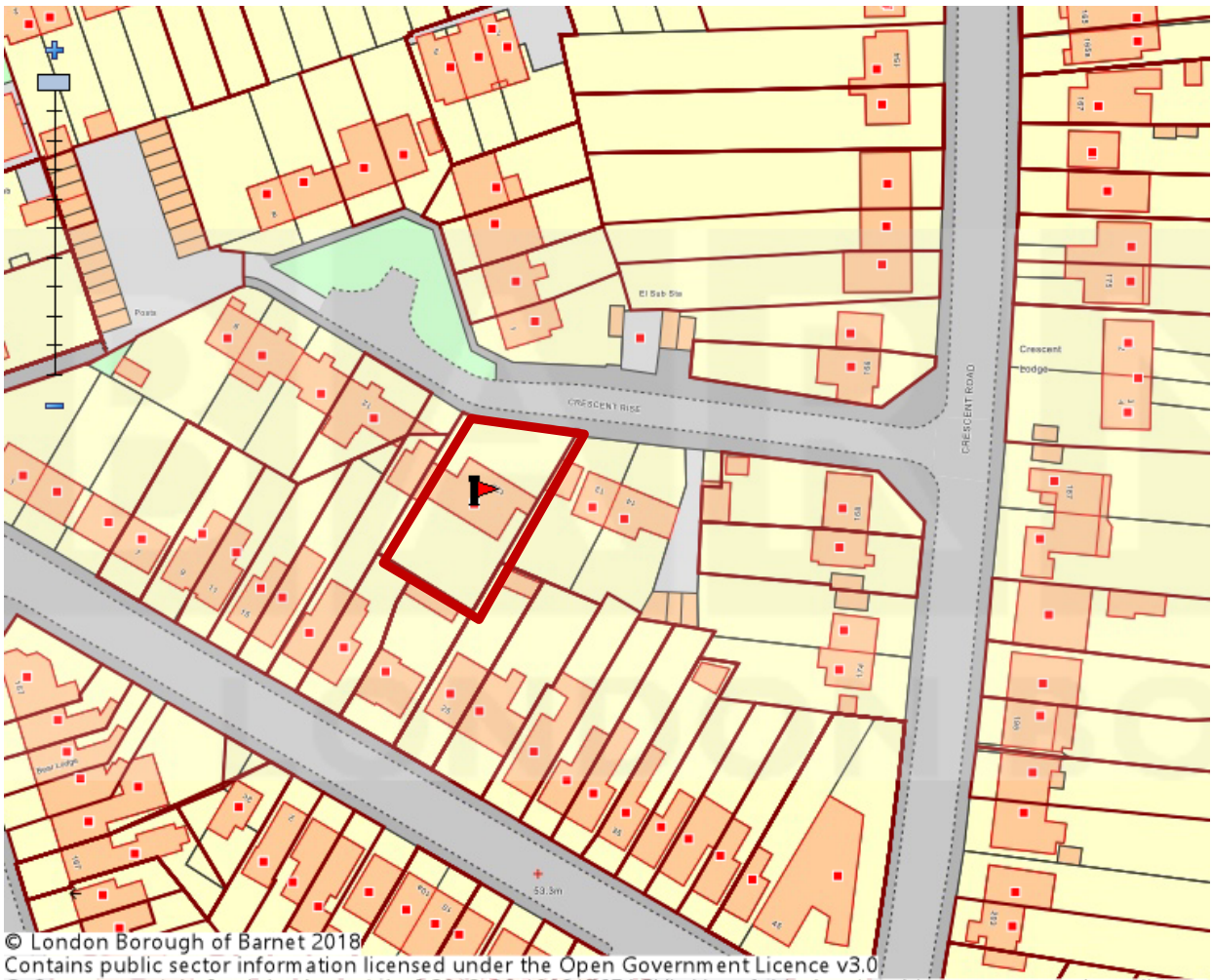
## **6. Equality and Diversity Issues**

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 proposed development is considered to have an acceptable impact on the character and appearance of the application site and would provide a good level of amenity for future occupiers. Furthermore, it is not considered that significant harm would be caused to the residential amenity of neighbouring occupiers. Therefore, the application is recommended for approval.





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