

Location **High Prospect And Land Rear Of Rogate And Saxby Arkley Drive
Barnet EN5 3LN**

Reference: **18/1711/FUL** Received: 16th March 2018
Accepted: 16th March 2018

Ward: High Barnet Expiry 11th May 2018

Applicant: Mr Sherman & Silver

Proposal: Demolition of existing house. Erection of 3no. two storey detached
dwellinghouses plus rooms in the roof space with associated
landscaping and 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:

461816-1 (Existing Details)
461816-2 (Proposed Site Plan)
461816-3 (Site Sections)
461816-4 (Plot 1 Details - Plans and Elevations)
461816-5 (Plot 2 Details - Plans and Elevations)
461816-6 (Plot 3 Details - Plans and Elevations)
461816-7 (Adjacent Plot Size Analysis with Pattern of Development)
461816-8 (Existing Location Plan)

18/07_01 A (Landscape Masterplan)
18/07_02 (Arkley Drive Street Scene)

Arboricultural Report (dated 12.03.2018)
Phase 1 Habitats Survey (dated 06.03.2018)
Planning Statement (dated 16.03.2018)
Sustainability Statement (dated 16.03.2018)

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 a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

7 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is occupied.

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.

- 8 a) Notwithstanding the details submitted with the application and otherwise hereby approved, prior to the occupation of the proposed dwellings, details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

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

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

- 9 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments and acoustic fencing 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).

- 10 a) Prior to the occupation of the proposed dwellings, details of the proposed and implemented ecological enhancements as recommended within the approved Phase 1 Habitats Survey (dated 06.03.2018) shall be submitted and approved in writing by the Local Planning Authority.

b) The approved mitigation measures shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure that nature conservation interests are not prejudiced by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

- 11 Before the occupation of Plot 1, the proposed window on the first floor of the side elevation facing Rogate 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).

- 12 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 Plots, 1, 2 and 3 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).

- 13 Before the development hereby permitted is first occupied or the use first commences the parking spaces/garages shown on Drawing No. 461816-2 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.

- 14 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).

- 15 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.

- 16 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.

- 17 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.

- 18 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. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

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

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

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

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

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

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

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

Relief or Exemption from CIL:

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

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

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

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

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

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

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

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

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

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

Officer's Assessment

1. Site Description

The application site comprises of the property known as High Prospect and land forming part of the rear curtilage of properties Rogate and Saxby. The properties are located on the end of Arkley Drive, sited off Barnet Road. With the exception of the dwelling at High Prospect, the land is currently in use as the rear gardens to all three properties and is comprised of lawn with various trees and shrubs distributed throughout.

Arkley Drive is a private residential street comprising of large detached, two-storey family properties. To the west of the site is a modern residential close (Carrington Close) comprising of two-storey detached properties.

There is a Birch tree on the front boundary between High Prospect and Rogate which is subject to a Tree Preservation Order (TPO). The land to the north of the site is designated as Green Belt, and a Site of (Borough) Importance for Nature Conservation.

2. Site History

Reference: 17/7392/OUT

Address: Land Known as Rogate & Saxby, Arkley Drive, EN5 3LN

Decision: Refused

Decision Date: 19.01.2018

Description: Demolition of single storey side extension to property known as Rogate. Provision of access road and erection of two detached two-storey dwelling houses (Outline Application with access and layout being considered)

Reference: 17/5618/OUT

Address: Land Known as Rogate & Saxby, Arkley Drive, EN5 3LN

Decision: Withdrawn

Decision Date: 05.10.2017

Description: Demolition of single storey side extension to property known as Rogate. Provision of access road and erection of two detached two-storey dwelling houses (Outline Application with access and layout being considered)

3. Proposal

The application seeks the demolition of the property known as High Prospect and the erection of 3no. two-storey detached dwellings. The proposal would also consist of a new access road to the rear of the site to serve the proposed dwellings and provision of associated landscaping and parking.

The proposed dwellings would comprise of 1 x 5-bedroom and 2 x 6-bedroom family dwellings.

4. Public Consultation

Consultation letters were sent to 24 neighbouring properties.

9 responses have been received, comprising 9 letters of objection.

The objections received can be summarised as follows:

- Overdevelopment;
- Proposal not in keeping with pattern of development;
- Cramped form of development;
- Buildings are out of character with the area;
- Design is of poor quality;
- Harmful impact on the rural nature of Arkley;
- Proposed scale and size of plot 1 is not characteristic of the existing houses;
- Proposed dwellings in plots 2 and 3 are too large for the land with not enough green space setting;
- Impact on neighbouring privacy;
- Overbearing to existing homes in Arkley Drive and Carrington Close;
- Overlooking impact between proposed dwellings and Rogate and Saxby;
- Overlooking of properties in Carrington Close, Ravenholt and White Lodge;
- Overlooking between proposed plots 2 and 3;
- Reduction in size of gardens of Rogate and Saxby
- Outlooks from plots 2 and 3 will be poor as facing towards Rogate and Saxby;
- Increase in traffic;
- Width of the proposed access road is inadequate for simultaneous access, leading to a build-up of traffic and vehicle congestion;
- Loss of trees;
- Disturbance to the tranquil of the Green Belt and wildlife;

In addition to the above, Theresa Villiers MP has submitted an objection on behalf of the constituents living in Arkley Drive. The following issues have been raised:

- Difficult to access the development, not least because there is no space for two vehicles to pass;
- Overdevelopment of the site;
- Backland development and inappropriate and out of character in this part;
- Capacity of infrastructure including existing road and sewage;
- Overlooking to existing homes; and
- Loss of light.

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 2018

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, CS4, CS5, CS7, CS9, CS14, CS15.
- Relevant Development Management Policies: DM01, DM02, DM03, DM08, DM15, DM16, 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 site, the street scene, the wider locality and the setting of the Green Belt;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Provision of adequate accommodation for future occupiers;
- Highways safety and parking;
- Trees, landscaping and ecology;
- Any other planning considerations.

5.3 Assessment of proposals

A previous application (LPA reference 17/7392/OUT) was refused on 19.01.2018 for the provision of access road and erection of two detached two-storey dwelling houses. The

proposed access road was located between the properties of Rogate and Saxby. The application was refused on the basis of the proposed new access road, by reason of its siting and layout, was considered to be out of keeping with the character and pattern of development of Arkley Drive, and results in a cramped form of development due to its proximity to adjacent properties. In order to overcome the above reason, the applicant has relocated the proposed access road to the end of Arkley Drive and along the north-western boundary of High Prospect.

Impact on the character and appearance of the existing site, surrounding area and setting of the Green Belt

One of the main considerations is the extension of Arkley Drive and formation of a new access road along the north-western boundary of High Prospect which would facilitate access to the proposed dwellings to the rear of existing properties. It is considered that the access road would appear as a natural continuation of Arkley Drive, albeit narrower, but it is still considered to reflect the character of the road and is in principal considered to be acceptable. The submitted plan details that the access road is to be constructed of a ground reinforced grid with gravel infill. Further details of this are sought via a condition to ensure that a high-quality material is proposed and retains an acceptable visual appearance.

In terms of the new plots, specifically 2 and 3, it is considered that they have a closer 'visual connection' with the plots along Carrington Close and not those on Arkley Drive. Therefore, the position and layout of the proposed plots is considered to be acceptable and is not considered to have a harmful impact on the character and pattern of the surrounding area. The proposed plot sizes and plot coverage are considered to be reflective of those in the surrounding area and the proposed siting and footprint would ensure the proposed dwellings are acceptable setting within their plots. The dwellings are not considered to be cramped within their plots but reflect the spacious character of their surroundings. In terms of the existing properties, the remaining rear gardens are still considered to be reflective of the existing plots along Arkley Drive. The existing pattern of development along Arkley Drive would be maintained.

In terms of the scale, massing and height of Plots 2 and 3, it is considered that while they are large dwellings, they are reflective of the style and scale of the surrounding dwellings. Plots 2 and 3 are traditional in appearance, two storeys in height with a pitched roof and have a fairly ordered external appearance. The plots by virtue of their position, are not considered to have a harmful effect on the character and appearance of the street scene along Arkley Drive.

In terms of plot 1, the dwelling would measure 15m in width, 14m in depth and a total height of 9m. The proposed dwelling is considered to be of an appropriate scale, massing and layout which is similar in appearance to the existing properties along Arkley Drive. The proposed height of Plot 1 would be comparable to the existing properties and is considered to be an appropriate addition within the street scene. The width of the dwelling is considered to acceptable and an appropriate setting of 2.5m between Plot 1 and Rogate would be maintained. While the provision of a turret style wing is not a characteristic feature, as the dwelling is located at the end of Arkley Drive, its visual impact is considered to be limited and not harmful to such a detrimental extent.

The overall amount of new hardstanding is considered to have been minimised throughout the development. Through the use of a high-quality material, its visual impact can be adequately mitigated.

Taking into account that the proposed dwellings are reflective of the surrounding properties in terms of massing, scale and height, they are not considered to adversely affect the setting of the adjoining Green Belt. The orientation of the dwellings within Plots 2 and 3 are also considered to help reduce the visual impact when viewed from the Green Belt towards the site. The applicant has submitted a Landscape Masterplan which details a significant level of new planting throughout the site which will help provide mitigation and screening of the proposed development between the Green Belt and the neighbouring sites.

Overall, the proposed development is found to have an acceptable impact on the surrounding area and would maintain and reflect the character and appearance of the site, Arkley Drive and the surrounding area.

Impact on the amenity of neighbouring residents

The application site is bounded by neighbouring properties to the east, south and west.

The Council's Residential Design Guidance SPD advises that 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.

In terms of Plot 1, it is not considered that this unit would result in any harmful impacts on the amenity of neighbouring properties. There would be sufficient separation distance between the dwelling and Ridge House opposite to comply with the SPD requirements. While the rear building line would project beyond the rear of Rogate, it is not considered to be to an extent which would have a significant overbearing impact. Also considering that Plot 1 would be located to the north of Rogate, it is not considered to result in a significant level of loss of light or outlook.

In terms of Plots 2 and 3, both dwellings would adequately meet the SPD requirements in that there is in excess of a distance of 10.5m to the rear boundaries of Plot 1, Rogate, Saxby and those properties to the west in Carrington Close. The orientation of plots 2 and 3 is such that the dwellings are angled so that they do not directly face the rear elevations of Rogate and Saxby and there are no direct views towards the properties in Carrington Close. Taking into account the separation distances between the neighbouring boundaries and rear elevations, all of the proposed plots are considered not to have any harmful impacts in terms of overlooking, overbearing or loss of light.

In summary, the proposal is not considered to result in any significant levels of impact on the residential amenity of neighbouring occupiers.

Provision of adequate accommodation for future occupiers

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 proposal would provide 1 x 5-bedroom dwelling and 2 x 6-bedroom dwellings measuring 353sqm (Plot 1), 417sqm (Plot 3) and 432sqm (Plot 2). Each of the dwellings would have substantial large floorplans and would provide adequate outlook for future occupiers and receive sufficient daylight / sunlight.

Barnet's Local Plan expects that sufficient and functional space should be provided for all new homes and flats wherever possible. Each of the dwellings would have large private gardens ranging from 480sqm - 860sqm.

In order to reduce the associated noise resulting on Plot 1 from the proposed access road, it is proposed to erect an acoustic fence along the side boundary with the access road. This is considered to be acceptable and it is not anticipated the level of noise or disturbance resulting from the access road would be to a significant level. Further details of the acoustic fencing will be sought via a condition.

The proposed dwellings would provide adequate accommodation for future occupiers.

Highways safety and parking

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 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 detached houses (4 or more bedrooms) 1.5 - 2.0 spaces per unit

The application proposes 1 x 5-bedroom and 2 x 6-bedroom dwellings which would benefit from integrated garages and individual parking areas within each plot. The submitted plans illustrate that each dwelling could accommodate provision for at least 2 car parking spaces and therefore is compliant with DM17 parking requirements.

As the proposed access is from a privately maintained road, the Council's Traffic and Development service have no highways comments to make as it is not expected to have any impact on the public highway. The access road would be 3.7m wide and is not considered to raise any significant conflicts between pedestrians and vehicles. Two passing bays have been included along the access road; one at the top adjacent to plot 1 and another further down towards the bend at plot 2. This is considered to satisfactorily address any potential vehicle conflict entering or leaving the access road.

In summary, the proposal is not considered to raise any harmful effects in terms of highways and each dwelling would be provided with acceptable parking provision.

Trees, landscaping and ecology

There is 1 TPO Birch tree located at the front of High Prospect. This is proposed to be retained under the proposed development. The remaining trees throughout the site have no protection designation and as such any loss of trees is difficult to resist. The submitted arboricultural report provides a general overview and observations. It does not provide any detailed method statement relating to works around the TPO tree or any protection measures. However, it is considered that this could be appropriately mitigated through the use of planning conditions.

The applicant has submitted a landscape masterplan which illustrates that there will be extensive new planting throughout the site, allowing for mitigation, screening and increased biodiversity and landscape enhancement. It is proposed to retain the existing row of trees along the western boundary, with new mature trees planted on the boundaries of Ravenholt, Rogate, Saxby and Carrington Close. Overall, the proposed landscaping plan is acceptable in principle.

The applicant has submitted a Phase 1 Habitats Survey which assesses the ecological impact of the proposed development. The survey consisted of a site visit and an external/internal inspection of High Prospect. In describing the site, it is noted that there are no natural or semi-natural habitats such as woodlands, hedgerows, rivers or streams. There is a small garden pond and a swimming pool at High Prospect. The rest of the site consists of mown lawn. The survey concluded that the site is of low conservation importance. The inspection of the existing dwelling did not find any evidence of bats and the building was in good condition and the building was not considered optimal for bats and had a negligible potential for bats.

Sustainability

The applicant has provided a sustainability statement confirming that the proposal will achieve an improvement of not less than 10% in carbon dioxide emissions, the proposed dwellings will have 100% of its water supply through water meters, and the dwellings will be constructed to satisfy M4(2) of the Building Regulations.

5.4 Response to Public Consultation

The considerations raised within the letters of objection have been addressed within the assessment section of the report. Further responses to a number of other raised issues are provided below:

Clear breach of land covenants - This is a civil matter.

Wear and tear of the drive - Arkley Drive is a private road and therefore its maintenance and repair is a private matter between the residents.

Noise and congestion from construction period - Problems arising from the construction period are covered by separate legislation enforced by Environmental Health.

Pressure on existing sewage infrastructure - Matter controlled under building regulations.

No details relating to the provision of utilities - Not a planning consideration.

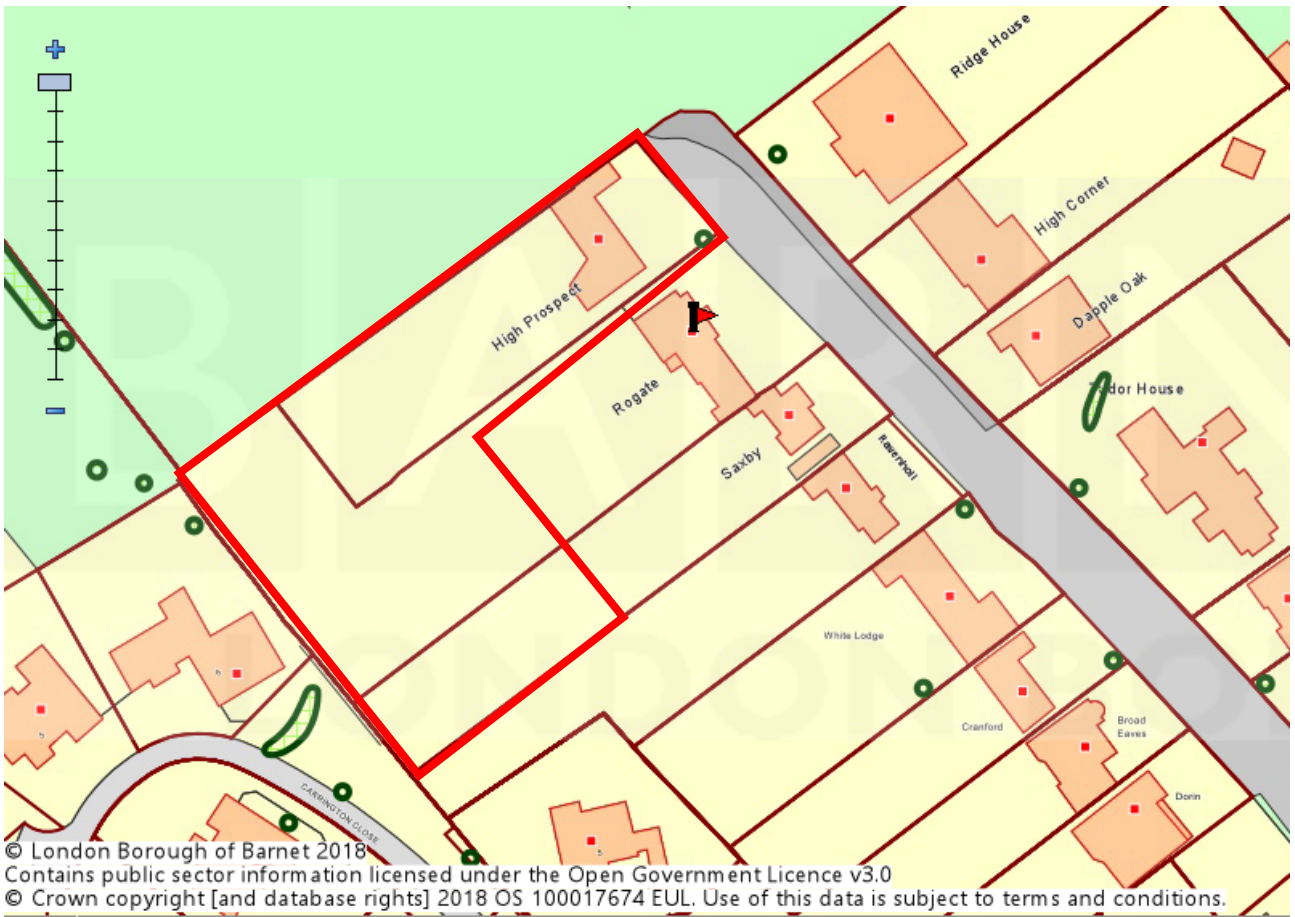
- Development does not address the shortage of affordable housing in Barnet - Due to the scale of the proposed development, there is no policy requirement to provide affordable housing.

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. It is considered that the proposal would not have a harmful effect on the setting or openness of the Green Belt. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval.



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