



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

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

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

- 4 Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no windows or doors, other than those expressly authorised by this permission, shall be placed at any time in the flank elevations.

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

- 5 Before the building hereby permitted is first occupied the proposed window(s) in the front elevation facing nos. 3-4 Willow Court shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted April 2013).

- 6 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).

- 7 a) Before the development hereby permitted is first occupied, details of the sub-division of the amenity area(s) shall be submitted to and approved in writing by the Local Planning Authority.

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

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

- 8 Facilities for the storage of cycles, refuse and recyclables shall be provided prior to the first occupation of the new dwelling and maintained permanently 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 Notwithstanding the approved plans, before the development hereby permitted is first occupied or the use first commences, a new parking layout plan for one vehicle only demonstrating a revised turning and parking space to allow vehicle access in and out of the application site in forward gear only for the occupiers of the new dwelling should be submitted to and approved in writing by the Local Planning Authority. The parking space shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that parking and associated works are provided in accordance with the council's standards in the interests of pedestrian and highway safety and the free flow of traffic 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.

- 10 Prior to occupation of the development the vehicular access shall allow for 2.4 meter by 2.4 meter pedestrian visibility splays to the left and to the right of the access from 2m setback from the back of footway and shall thereafter be maintained free of any visibility obstructions including Fencing of planting of shrubs to provide clear visibility between heights of 0.6 meter and 1 meter above the level of the adjoining highway.

Reason: In the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 11 No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:
- 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.

Reason

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 12 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future). The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 13 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.

### **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](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 exceptional 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 For any proposal new crossovers or modification to the existing crossovers, a separate crossover application must be submitted for approval to the Highways Authority. Details of the construction and location of the new crossover are required to be agreed with the highway authority. Any street furniture, road markings or parking bays affected by the proposed works following site investigation would be relocated at the applicant's expense.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team in conjunction with the highway tree section as part of the crossover application. The outcome of this assessment cannot be prejudged.

Please Note: A maximum width of a crossover allowed from a public highway is 4.8 meters.

Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

Works on public highway shall be carried out by the Council's contractors. An estimate for this work could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

- 5 Refuse collection points should be located within 10 meters of the Public Highway. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department.

## **Officer's Assessment**

### **1. Site Description**

The application site relates to a garage court, which previously consisted of 6 private garages, located in the south-eastern corner of Willow Court. The immediate area has been redeveloped since the last application ref 14/07929/FUL. To the north west of the application site is 2no.storey maisonettes at nos. 3 and 4 Willow Court. To the north east of the application site is 2 - 4no storey purpose-built self-contained flats on Amias Drive known as Cornbrook Court. To the south of the application site is a 4no. storey block of self-contained flats on Stonegrove known as Aldenham Court and to the west of the application site is 2 storey. maisonettes at nos 5 -8 Willow Court.

The site is accessed from Stonegrove (A5). A drive through McDonalds restaurant is situated to the north. 1 Willow Court is a doctor's surgery. The car park serving Willow Court, also serves the surgery. A number of trees at the periphery of the site have been removed.

Given that a previous planning permission is still extant, work has commenced on that planning permission and as a result, construction has commenced upto and including the damp proof course level.

### **2. Site History**

Reference: 14/07929/FUL

Address: 1-6 Garages, Willow Court, Edgware, HA8 8AG

Decision: Approved subject to conditions

Decision Date: 04 April 2015

Description: Demolition of existing garages and erection of two storey dwelling with accommodation in the roof space to accommodate 2no. self-contained units

Reference: H/00658/13

Address: 1-6 Garages, Willow Court, Edgware, HA8 8AG

Decision: Approved following legal agreement

Decision Date: 24 April 2013

Description: Demolition of existing garages followed by erection of two storey single family dwelling including rooms in roofspace

Reference: H/03888/12

Address: 1-6 Garages, Willow Court, Edgware, HA8 8AG

Decision: Refused

Reason: The proposed dwelling by reason of its excessive size, bulk, depth and proximity would result in an overbearing impact and an overshadowing on the rear gardens of neighbouring properties on either side of the proposal having a detrimental impact on the amenity space. As such the proposal is considered unacceptable and fails to comply with Policy CS1 and CS5 of the Barnet Core Strategy (October 2012), Policy DM01 of the Barnet Development Management Policies (October 2012) and the Council's draft SPD 'Residential Design Standards' (October 2012).

The development does not include a formal undertaking to meet the extra health, education and libraries services costs together with associated monitoring costs arising as a result of the development, contrary to Supplementary Planning Document - Planning Obligations, Supplementary Planning Document - Contributions to Health Facilities, Supplementary Planning Document - Contributions to Education, Supplementary Planning Document - Contributions to Libraries, and Policies CS10, CS11 and CS15 of the Local Plan Core Strategy (Adopted September 2012).



Decision Date: 19 December 2012

Description: Erection of two-storey single family dwelling, following demolition of existing garages.

### **3. Proposal**

The application seeks permission for the demolition of the existing garages followed by the erection of 2no. x 3no. storey 2no bed self-contained residential units; the new dwellings would be set in approx. 2.0m from the boundary with nos.29-31 Amias Drive, set in approx. 2.40m from the boundary with nos. 5-8 Willow Court, set approx. 3.9m rear of the boundary with nos. 1-3 Willow Court and set approx. 3.70m forward of the boundary with 1-22 Aldenham Court;

Ground floor unit 1 2no.bed 3no.person over 1no. storey 66.2m<sup>2</sup> (Min.61m<sup>2</sup>);

Frist floor and loft unit 2no.bed 4no. person over 2no. storeys 101.2m<sup>2</sup> (Min.79m<sup>2</sup>);

Communal rear garden provision approx. 83m<sup>2</sup>; parking provision (2); refuse (6) & cycle provision (4)

### **4. Public Consultation**

Consultation letters were sent to 83 neighbouring properties.

9 responses have been received in objection to the development

The objections received can be summarised as follows:

- Negative impact on natural light.
- Cramped form of development.
- Impact on traffic congestion, site accessibility, parking provision and highway safety

### **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 July 2011

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 2031. 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.

##### 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, CS8, CS11, CS12, CS13, CS14, CS15
- Relevant Development Management Policies: DM01, DM02, DM08, DM17

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

#### Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted April 2013)

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

### **5.2 Main issues for consideration**

The main issues for consideration in this case are:

- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether the development would provide suitable amenity for future occupiers;
- Impact on Highways;
- Sustainability

### **5.3 Assessment of proposals**

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

It should be noted that this application has been submitted following a previous planning approval ref 14/07929/FUL, as detailed in the history section above. The site circumstances and Development Plan policies have not changed since the determination of the previous planning applications. As such, it is necessary to assess whether the changes made since the previously approved scheme introduce any concerns.

The scheme granted under planning application ref 14/07929/FUL sought a 2no storey detached property to serve 2no. self-contained flats with communal amenity and parking provision. The ground floor flat intended to serve a 2no.bed 4no.person self-contained unit over 1no.storey and the first and loft floor intended to serve 2bed 3person self-contained unit over 2no. storeys. Similar to the present scheme, the dwelling was set back approx. 4m from the common boundary with maisonettes nos 1-3 Willow Court to allow for parking at the front, set in 2.0m from the north east common boundary with nos.29-31 Amias Drive, approx. 3.70m from the south east common boundary with nos. 1-22 Aldenham Court and approx. 2.10m from the south west common boundary with maisonettes nos 5-8 Willow Court. The dwelling covered an area of approx. 81m<sup>2</sup> and measured a max. height of 8.4m, approx. 5.7m high to the eaves.

The current scheme would feature an end gable roof form with habitable loft space, 2no. cantilever front bay windows at first floor level, a flat roof single storey rear element approx. 3.0m max. height across the width of the property, cover an area of approx. 80m<sup>2</sup> and measure a max. height of approx. 8.7m. It would serve 2no. x 3no. storey 2no bed, self-contained residential units, include communal outdoor amenity space, parking provision and services i.e. refuse and cycle storage. The GF unit 1 would accommodate 1no. single and 1no. double bedroom able of accommodating a max. capacity of 3no. persons and the FF/LF unit 2 would accommodate 2no. double bedrooms able of accommodating a max. of 4no. persons. The changes between the previous application ref 14/07929/FUL and the current scheme are notably negligible.

The height difference of approx. 300mm compared to the previous, most recent scheme ref 14/07929/FUL would therefore be considered negligible in this instance. Compared to the previous scheme, the dwellings would be similarly orientated, be set back approx. 3.9m from the common boundary with maisonettes nos 1-3 Willow Court to allow for parking at the front, set in 2.0m from the north east common boundary with nos.29-31 Amias Drive, approx. 3.70m from the south east common boundary with nos. 1-22 Aldenham Court and approx. 2.10m from the south west common boundary with maisonettes nos 5-8 Willow Court.

The new dwellings would be clad in yellow mixed stock brick, include powder coated aluminium double glazed windows, zinc clad front canopy and projecting lower bay window and include plain concrete roof tiles at roof level. Side access to separate rear garden areas of each unit would be facilitated by way of 2.0m high slated fence panel on the common boundary with Cornbrook Court and nos. 5-8 Willow Court. The scheme would include the provision of 2no secure cycle storage at the rear of each unit and the provision of 3no. refuse bins at the front.

Since the most recent planning approval ref 14/07929/FUL, the immediate area has been substantially developed by way of 2 -4 storey block of flats on Amias Drive to the north west and 4 storey block of flats at Aldenham Court to the south west of the application site. A site visit to the application site revealed the area to the front of the garages to be the subject of local waste and fly-tipping. The intended scheme would be discreetly sited in the furthest corner of the cul-de-sac. It is considered that the overall appearance, mass and bulk of the building could be satisfactorily accommodated within the site without undue detriment to the character and appearance of the area.

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

Compared to planning approval ref 14/07929/FUL, the new dwellings would be sited in the same position and orientation in respect of adjoining neighbouring properties. It would be set back approx. 3.90m from the common boundary with maisonettes nos 1-3 Willow Court to allow for parking at the front, set in 2.0m from the north east common boundary with nos.29-31 Amias Drive, approx. 3.70m from the south east common boundary with nos. 1-22 Aldenham Court and approx. 2.10m from the south west common boundary with maisonettes nos 5-8 Willow Court.

The front elevation of the pair of dwellings would directly face onto the flank of no.3 and 4 Willow Court. The flank elevation serves no. 4 Willow Court and features a front door with a habitable window above. Intended front facing window openings at ground level would serve a living room and bedroom no.1. Front facing window openings at first floor level would serve a kitchen/dining, lounge and skylights in the front roofslope would serve the bedrooms in the loftspace and landing above. Although the development would be set back approx. 3.9m from the common boundary with maisonettes nos 1- 4 Willow Court, it would be set back approx. 11m from the nearest edge of this block of properties. Given the above site

circumstances, a condition has been attached to ensure that openings in the front elevation are obscurely glazed and non-opening below 1.7 above internal floor level. The light and outlook to habitable rooms would not be unduly prejudiced.

Whilst the development would be visible from the rear of nos 5 -8 Willow Court, in view of the distance from the boundary and the siting of the neighbouring maisonettes, it is considered that the development as proposed would not unduly detract from the visual and residential amenities, including loss of light, currently enjoyed by the occupiers of no's 5 -8 Willow Court.

Nos 29-31 Amias Drive backs and onto the application site with habitable windows in the rear elevation at ground and first floor level. The development would be set in approx. 2.0m from the common boundary with this adjoining property and approx. 12m from the rear elevation of nos 29-31 Amias Drive. In view of the distance from the boundary and the siting of block, it is considered that the development as proposed would not unduly detract from the visual and residential amenities, including loss of light, currently enjoyed by the occupiers nos 29-31 Amias Drive.

The development would not consist of any flank windows and therefore would not give rise to a loss of privacy, particularly nos 29-31 Amias Drive and nos 5-8 Willow Court.

The development would be sited approx. 17m away from the nearest rear edge of Aldenham Court. There is a parking area at the rear of Aldenham Court intended for occupiers of the block which the development would directly face. In view of the distance from the boundary and the siting of block, it is considered that the development as proposed would not unduly detract from the visual and residential amenities, including loss of light, currently enjoyed by the occupiers of Aldenham Court.

The development results in the demolition of existing garages to support a level of residential accommodation. In context of the application site and given the increased occupancy level of a maximum of 7 persons over the whole site, is not considered to justify that the additional accommodation would cause demonstrable harm to the acoustic privacy of neighbours to warrant refusal on this ground.

#### Whether the development would provide suitable amenity for future occupiers

All residential development is expected to comply with the minimum space standards as advocated within the Sustainable Design and Construction SPD and the London Plan (MALP 2016).

Ground floor unit 1 2no.bed 3no.person over 1no. storey 66.2m<sup>2</sup> (Min.61m<sup>2</sup>);

Frist floor and loft unit 2no.bed 4no. person over 2no. storeys 101.2m<sup>2</sup> (Min.79m<sup>2</sup>);

Both units would exceed above the minimum unit size requirements set out in the Technical Housing Standards 2015, London Plan (2016) and Barnet's policies and Sustainable Design SPD (Oct 2016) and provide adequate storage space by way of a store cupboard below the stairs at ground level approx. 2.0m<sup>2</sup>. Internal headroom of 2.4m across more than 75% of the GIA per unit would be considered in excess of the minimum recommendation as per the Sustainable Design Guide 2016. The development would therefore satisfy the minimum standard of accommodation for the intended occupancy levels.

The Sustainable Design and Construction SPD advocate that suitable outdoor amenity space should be provided for all new residential units. The SPD specifies that for houses, amenity space should be provided in the form of individual rear gardens; for houses with up to four habitable rooms, 40sqm should be provided. The proposed development would

provide a communal amenity space in excess of this standard and provide suitable outlook and daylight for all habitable rooms.

It is considered that suitable amenity would be provided for future occupiers which far exceeds the minimum requirements.

#### Traffic and highways

The PTAL for the site is 2 and therefore sited in an area characterised by low level accessibility and connectivity.

The site is not within a Controlled Parking Zone (CPZ).

#### Proposal

Demolition of existing garages and erection of two storey dwelling with accommodation in the roof space to accommodate 2no.self-contained units. Provision of (2) parking spaces and (6)refuse and (4) cycle storage.

For areas with low PTAL (generally PTALS's 0-1) higher levels of parking provision should be considered to address overspill parking pressures.

The site is within walking distance of local amenities and there are direct bus routes that link the site to nearby Town Centre locations. The Council's Highways Team have been consulted, reviewed submitted plans and consider that the development is not expected to have a detrimental impact on the public highway. As stated in the previously approved application, whilst the development would result in the loss of six garages, the application site is entirely within the ownership of the applicant, accordingly no objection is raised to their loss by the Highways Group.

However, having visited the site it is noted that parking provision on Willow Court is currently strained as a result of visiting patients of the Doctor's Surgery. As a result, residents and visitors park informally on the access road when all bays are occupied, which results in a considerable obstruction on the kerb and equally the footpath and increased risk to road safety of passers-by, whether they are drivers, cyclists or pedestrians.

The space at the front of the development is limited. The minimum car parking space provision for 1no. domestic car is 2.4m width x 4.8m depth. The space at the front would fail to provide an adequate depth and clear visibility splay for more than 1no. parked car and therefore only 1no. car parking space could be accommodated horizontally relative to the front elevation of the development within the site and allow safe access and exit in and out of the site in forward gear onto the access road. The provision of 2 parked cars at the front would result in cars having to unsafely reverse out of the space onto the access road given existing parking conditions on Willow Court, would not be safe, practical nor convenient for car users. A condition has therefore been attached to satisfy DM17 of the DMP 2012.

#### Cycle parking

To comply with the London Plan 2016, 2 cycle spaces per unit must be provided. Drawing 102 Rev 02 indicates the provision of secure cycle parking for the provision of 2 bicycles per unit has been provided at the rear garden amenity and is therefore compliant with the London Plan 2016.

#### Refuse Collection Arrangements

Drawing 102 Rev 02 indicates the provision of 3 refuse bins per unit in the front forecourt area and on the common boundary with nos 29-31 Amias Drive Amias Drive and 5 -8 Willow Court. Refuse collection points should be located within 10 meters of the Public Highway.

Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. An informative has been attached to this effect.

#### Accessibility and Sustainability

The application scheme is required by Policies 3.5 and 3.8 of the London Plan (2016 Minor Alterations to the London Plan) to meet Building Regulation requirement M4(2). An operational condition would be attached in the event planning permission is granted to ensure compliance with these Policies.

In respect of carbon dioxide emission reduction, a condition would be attached in the event planning permission is granted to ensure a minimum of 6% CO2 reduction over Part L of the 2013 building regulations as per the requirements of Policy 5.2 of the London Plan (2016 Minor Alterations) and the 2016 Housing SPG's requirements.

In terms of water consumption, an operational condition would be attached in the event planning permission is granted to require each unit to receive water through a water meter, and be constructed with water saving and efficiency measures to ensure a maximum of 105 litres of water is consumed per person per day, to ensure the proposal accords with Policy 5.15 of the London Plan (2016 Minor Alterations).

The proposed development therefore would meet the necessary sustainability and efficiency requirements of the London Plan.

#### **5.4 Response to Public Consultation**

Comments of objections addressed in appraisal above.

#### **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, this proposal complies with the Adopted Barnet Local Plan policies and guidance and would be in keeping with the character and appearance of the surrounding area. It is not considered to have a detrimental impact on the residential amenities of neighbouring occupiers. This application is therefore recommended for APPROVAL.

