

Location	113 Daws Lane London NW7 4SJ	
Reference:	18/5349/FUL	Received: 31st August 2018 Accepted: 20th September 2018
Ward:	Mill Hill	Expiry 15th November 2018
Applicant:	Mr Ivo Costa	
Proposal:	Erection of a pair of two storey semi-detached dwelling houses providing 2 single family dwellings including rooms in roof space following demolition of existing bungalow. Alterations to front hardstanding to provide 2 car parking spaces. Addition of associated refuse and cycle store (amended description)	

Recommendation: Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

Proposed Front and Rear Elevations Drawing No 06
Proposed Ground and First Floor Drawing No 04 Rev A
Proposed Site Plan Drawing No 01
Proposed Side Elevation Drawing No 06 Rev A
Proposed Loft and Roof Plan Drawing No 05 Rev A
Sustainability statement
Received 16 November 2018

Existing Elevations Drawing No 03
Existing Ground, Loft and Roof Plans Drawing No 02
Received 20 September 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 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.

- 4 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

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

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

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;

- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. details of interim car parking management arrangements for the duration of construction;
- x. details of a community liaison contact for the duration of all works associated with the development.

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

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

- 6 a) Before the development hereby permitted is first occupied, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in full accordance with the details as approved under this condition prior to the first occupation and retained as such thereafter.

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

- 7 a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy 6.9 and Table 6.3 of The London Plan (2016) and in the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 8 a) Before the development hereby permitted is first occupied, details of 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).

- 9 Before the building hereby permitted is first occupied the proposed window(s) in the first floor side elevation facing 111 Daws Lane and 115 Daws Lane 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 October 2016).

- 10 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 prior to the occupation of the hereby approved development.

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.

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

- 12 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).

- 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 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.

- 15 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 6% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

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

- 16 Before the development hereby permitted is first occupied turning space and parking spaces shall be provided and marked out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and that

area shall not thereafter be used for any purpose other than the parking and turning of vehicles.

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 CS9 of the Local Plan Core Strategy (adopted September 2012), Policy DM17 of the Local Plan Development Management Policies DPD (adopted September 2012) and 6.1, 6.2 and 6.3 of the London Plan 2016.

Informative(s):

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

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

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

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

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

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit

to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

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

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

Relief or Exemption from CIL:

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

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

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

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

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

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

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

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries.

Applications are the responsibility of the developer or householder who wish to have an address created or amended.

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

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

- 4 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.
- 5 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 metres.

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.

- 6 The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance towards any damage to the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic related to the proposed development. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.

Officer's Assessment

1. Site Description

The application site is located at 113 Daws Lane, Barnet which is a single storey detached bungalow. The property is a single family dwelling with a front garden and private amenity space to the rear. The property features a front dormer window. The site is located a short distance away from the junction with Hammers Lane and opposite Mill Hill Park.

The surrounding area can be classified as a two-storey semi-detached and single storey detached residential properties with front gardens, and private amenity space to the rear. In the section of Daws Lane contained between the junctions of Hammers Lane and Marion Road are properties of uniquely different designs, types and sizes which have all largely been extended to some degree.

The application site is not located within a conservation area, nor is it within close proximity to any listed buildings or sites of archaeological importance.

2. Site History

Reference: W01732F

Address: 113 Daws Lane London NW7

Decision: Approved subject to conditions

Decision Date: 12.11.1998

Description: Dormer window to front elevation, glazed roof to part of existing single storey rear extension, raised planter and extended vehicular access.

Reference: W01732

Address: 113 Daws Lane London NW7

Decision: Refused

Decision Date: 29.07.1968

Description: single storey extension.

Reference: W01732A

Address: 113 Daws Lane London NW7

Decision: Approved subject to conditions

Decision Date: 01.10.1968

Description: single storey extension.

Reference: W01732B

Address: 113 Daws Lane London NW7

Decision: Refused

Decision Date: 26.01.1972

Description: car port in advance of building line

Reference: W01732D

Address: 113 Daws Lane London NW7

Decision: Refused

Decision Date: 19.12.1973

Description: addition to and conversion of front room for use as a garage and single-storey rear extension

Reference: W01732E

Address: 113 Daws Lane London NW7
Decision: Approved subject to conditions
Decision Date: 13.08.1975
Description: Single-storey rear extension.

3. Proposal

The proposal involves demolition of the existing single storey bungalow on site. A pair of two storey semi-detached dwelling houses providing 2 single family dwellings are proposed. The buildings are two storey with rooms in the roof space served by a rear dormer and front rooflights.

The dwellings are designed with gable roof ends. The dwellings would have a ridge height of 9.4 metres with chimney features to each end with an additional height of 1 metre. The eaves height is 6.1 metres. The width of each dwelling is 5.4 metres resulting in a total width of the pair of semi-detached dwellings being 10.9 metres. The dwellings are to be sited with a 0.8 metre separation to each boundary creating an access way to the rear gardens.

The dwellings have double bay window features in the front elevation with attractive fenestration details. Two rooflights are proposed to each roofslope in the front elevation.

To the rear, the dwellings have a two storey rear outrigger which extends along the shared boundary. The dwellings have a total depth of 12.1 metres along the outside flank wall and each outrigger has an additional depth of 3.2 metres. The outriggers are designed with a pitched roof with a total height at the ridge of 8 metres and a height to the eaves of 5.3. Each outrigger has a width of 4.1 metres. The outriggers are set in approximately 1.2 metres from the primary side flank wall. Part of the ground floor includes a single storey side projection from the flank wall of the rear outrigger. The ground floor element has a pitched roof of 3.4 metres and eaves height of 2.7 metres. This element is proposed with a glazed roof. The ground floor side projection is set in 0.2 metres from the flank wall. In the side elevation, this element is 3.5 metres in depth.

At roof level, each dwelling has a rear dormer of 4.8 metres in width and 2.8 metres in height. Each dormer is set in approximately 0.4 metres from the side flank wall.

Each dwelling has 4 bedrooms. The ground floor is an open plan living and dining space with bedrooms to the first and second floors. The first floor has 3 bedrooms and a fourth bedroom is included in the loft floor.

Two car parking spaces are accommodated in the front hardstanding. One parking space will be assigned for each house. The bins are shown to be accommodated within the front hardstanding and a space for a cycle store is shown within the rear garden of each dwelling. The rear gardens are approximately 100m² each.

The plans have been amended on discussion with the case officer. The amendments made include reductions to the roof level accommodation to remove the 'L' shape dormer over the rear outrigger, reduction to the depth of the ground floor and reductions to the width of the properties to create separation to each boundary and a side passage to the garden.

4. Public Consultation

Consultation letters were sent to 71 neighbouring properties.

5 responses have been received, comprising 5 letters of objection. One of the objections received was made on behalf of the Mill Hill Preservation Society.

The objections received can be summarised as follows:

- Overdevelopment of the site
- Design to have first and second floor roof development to the boundary leaving an 'overhang' for a passageway. This will be too bulky. The building line to the front of the existing bungalow is to be brought forward.
- The planning statement states there will be 2 car parking spaces but it is difficult to see how this will be accommodated with bins. There are parking difficulties on Daws Lane already.
- No mention has been made of refuse.
- The roof plan does not match the side elevation where it appears to show there are three different roof levels of dormer windows. This looks ugly and does not conform to the standards of other houses.
- Loss of garden leads to drainage issues
- Extension past the building line will result in a loss of garden
- Development will lead to other nearby properties being overlooked and lose light
- Bedrooms in the first floor have no windows or access to natural light

A site notice was posted on the 27th September 2018

The scheme was re-consulted following changes to the plans and description.

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 24th July 2018. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2016

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

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

The London Plan is currently under review. Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the adopted London Plan

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.
- Relevant Development Management Policies: DM01, DM02, DM08, DM17.

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

Sustainable Design and Construction SPD (adopted October 2016)

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

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of development;
- 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 proposed dwellings will provide a satisfactory living accommodation for future occupants;
- Impacts on Highway
- Refuse and Recycling
- Sustainability

5.3 Assessment of proposals

- Principle of development;

The National Planning Policy Framework (NPPF) encourages the provision of more housing and states that applications should be considered in the context of the presumption in favour of sustainable development. Local Planning Authorities should encourage the effective use of land by re-using land that has been previously developed provided that it is not of high environmental value.

Policy 3.4 of The London Plan (2016 MALP) promotes the optimisation of housing output within different types of location. Policy 3.8 of The London Plan also encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

The Borough has an attractive and high quality environment that the Council wishes to protect and enhance. It is therefore considered necessary to carefully assess both the design and form of new development to ensure that it is compatible with the established character of an area that is defined by the type and size of dwellings, the layout, intensity, and relationship with one another and their surroundings. Proposals involving the redevelopment of sites in residential localities are required to reflect the particular character of the street in which the site is located and the scale and proportion of the houses.

The application site currently features a single storey bungalow. The proposal would involve the demolition of the existing bungalow and the erection of a pair of semi-detached dwellings. The area surrounding the application site is residential. Daws lane is characterised by a mix of two storey terrace properties and single bungalows. Due to its width and depth the proposed site is considered large enough to accommodate a pair of semi-detached properties. The existing dwelling is not listed and is not of architectural merit to warrant its retention. For these reasons the proposal to demolish the existing bungalow, and construct a pair of semi-detached dwellings; resulting in one additional dwelling at the site, is considered acceptable in principle. Furthermore, the neighbouring property at 115 Daws Lane has recently been granted permission to convert the existing detached property into a pair of semi-detached houses (18/2034/FUL).

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

The application site currently features a single storey bungalow. The existing dwelling is not listed and is not of architectural merit to warrant its retention. The single storey bungalow appears as an anomaly in the street at present and its loss would not harm the character or appearance of the street.

The proposal would involve the demolition of the existing bungalow and the erection of a pair of semi-detached dwellings. The design of the pair of semi-detached dwellings appears in keeping with the scale of other semi-detached pairs within the street.

Due to its width and depth the proposed site is considered large enough to accommodate a pair of semi-detached properties. The width of the site is approximately 13 metres. This is similar to the width of the frontages across 109-111 and 105-107; being two other semi-detached pairs of houses along the street.

The proposal includes double bay windows which project from the principal front elevation. The new building maintains the front building line set by the neighbouring properties and the bay windows project no further in depth than the bay windows of 111 Daws Lane.

Parking is to be accommodated in the front garden. This would involve the loss of a low wall in the existing property. It is not uncommon for properties along Daws Lane to have hardstandings across the width of the frontage. A condition will be recommended for hard and soft landscaping to consider options for landscaping within the front garden to soften the appearance of the parking in the front.

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

The existing dwellinghouse on the application site is a single storey bungalow with a smaller footprint than the neighbouring properties. The proposal will result in a pair of two storey

semi-detached dwellings of increased height and depth. However the design of the dwellings has taken into account the relationship of the neighbouring properties.

To the west of the site is 111 Daws Lane. This is a semi-detached property which is set in from the boundary with the application site. Along the flank wall facing 111 Daws Lane, the property has a depth of approximately 12 metres, before the outrigger which is set in 1.3 metres and further depth of 3.5 metres. There is a distance between the flank walls of each property of 1.8 metres. At ground floor, the proposed dwelling will extend past the recessed ground floor of the neighbouring property by 3.6 metres but will have a ground floor depth of no more than the neighbouring property. 111 Daws Lane has a planning permission for a further 3 metre ground floor extension which has not been implemented. The ground floor depth of the proposal was reduced to maintain the same depth as the neighbouring property, although it is possible the neighbouring property will extend further in the future. At ground floor, the depth and height of the extension would have an acceptable impact. At first floor, the proposal is to line up with the first floor elevations of 111 Daws Lane, resulting in no increased extension past the properties first floor windows. In this regard the built form of the proposal is considered to have an acceptable impact to 111 Daws Lane.

The neighbouring property at 111 Daws Lane benefits from a number of planning permissions including for a two storey side extension adjacent to the application site. On benefit of a site visit, this permission does not appear to be implemented. The existing layout of 111 Daws Lane has two windows in the recessed rear elevation adjacent to 113 Daws Lane. At ground floor, this window serves a reception room and at first floor this window serves a bedroom. At ground floor, there is an extension past this window of approximately 3.5 metres. This extension is of single storey and there is a separation between the window and the flank wall. There is no extension past these windows at first floor and therefore this window is not considered to be adversely impacted as a result of the development.

To the east side of the application site is 115 Daws Lane. This is a detached property on the corner with Hammers Lane which has been extended to the side and rear. The property faces Daws Lane. At ground floor the proposed dwellings will have an initial depth adjacent to the boundary with 115 Daws Lane which would be in line with the rear elevation of the neighbouring property. There is an additional projection past the neighbours ground floor elevation of 3.1 metres. At first floor, the dwelling is proposed to have a recessed first floor rear wall approximately in line with the first floor rear wall of 115. The additional projection at first floor is owing to the rear outrigger which is set away 2 metres from the boundary with 115. It is noted 115 has a side flank wall set in from its boundary. The projection of the proposed dwelling past 115 at first floor would be approximately 6.8 metres. Residential Design Guidance for two storey extensions states 'two storey rear extensions which are closer than 2 metres to a neighbouring boundary and project more than 3 metres in depth are not normally considered acceptable. This is because they can be too bulky and dominant, and have a detrimental effect on the amenities of neighbours'. Applying this guidance, the proposal would comply as there is a setback from the boundary of 2 metres. The neighbouring property is also set away from the boundary allowing for distance between the rear facing window. The design of the outrigger is with a pitched roof so the flank wall will be 5.3 metres in height. While it is acknowledged this will be a noticeable projection past 115, the design of the property mirrors others in the street with similar scale outriggers.

Number 115 has windows in the side elevation facing the application site. Plans for the internal layout of 115 Daws Lane indicate the side facing windows at ground floor serve a hall, bathroom and kitchen. At first floor, the window serves a stairwell. With the exception of the kitchen window, these windows are not habitable room windows. The kitchen window at ground floor currently faces the ground floor of the existing property. As a result of the

proposal, this window will face a two storey side elevation of the new dwelling. The impacts to this window are not considered to be of significant harm to the neighbouring occupier given there are other unaffected windows which serve the living space attached to the kitchen. Furthermore, the proposed development has been designed to maintain separation from the boundary and the neighbours flank wall, thus reducing the impacts on this window.

It is not considered there would be harmful overlooking to any adjoining neighbours. There are two side windows proposed to each flank wall at first floor. One window serves a bathroom and will be conditioned to be obscurely glazed. The other window serves a bedroom. These are secondary bedroom windows and can be conditioned to be obscurely glazed. This is particularly necessary for the window facing 115 Daws Lane given the projection this window would have past 115 Daws Lane. There is one ground floor side window facing each neighbouring property. Due to the height of the window and screening between the properties, it is not considered there would be an overlooking issue for neighbouring occupiers. The rear facing windows and rear dormer are not considered to result in any harmful overlooking. The depth of the first floor and location of windows are designed to mirror the same relationship as is found on neighbouring properties and would not be at a depth, size or orientation that would afford future occupiers any significant views into neighbouring properties.

At the rear of the site the garden adjoins the side flank wall of 1 Hammers Lane. There are no windows observed in this flank wall and the buildings are sufficient distance from this garden that this neighbouring occupier is not considered to be affected.

The intensification of the site from one to two single family dwellings is not considered to cause the occupiers of neighbouring and adjoining properties to suffer a material loss of amenity as a result of noise and disturbance from people coming and going from the application site and occupying the application site. The number of habitable rooms per hectare will be comparable with other properties in the area. The site is considered suitable for 2 single family dwellings and the level of activity expected for two single families is not considered to be materially harmful in the residential street. The proposal still maintains similar size gardens for each dwelling as are found in the area and the proposal exceeds internal and external standards for the level of occupation.

Due to its size, height and position, the proposed dwellinghouse is not considered to cause the occupiers of neighbouring and adjoining properties to suffer a material loss of amenity as a result of a loss of daylight/sunlight or a loss of outlook and nor would it have an overbearing impact on these properties.

- Whether the proposed dwellings will provide a satisfactory living accommodation for future occupants;

The proposed layout shows the living room, kitchen and dining to the ground floor with bedrooms and bathrooms to the first and second floor. The proposed dwellings are each 4 bedroom units.

Floor Area:

The London Plan (2016) and Barnet's policies and Sustainable Design SPD (Oct 2016) set out the minimum GIA requirements for residential properties. For a house of 4 bedrooms, 7 people, the London Plan sets a minimum internal amenity area of 108m². The dwellings have a GIA of approximately 174m². It is considered that the proposed dwellings both exceed the minimum standard would meet the above standards.

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

- Single bedroom: minimum area should be 7.5 m² and is at least 2.15m wide;
- Double/twin bedroom: minimum area should be 11.5 m² and is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

All proposed bedrooms are considered to meet the above standards. Each dwelling has been assessed as having three double bedrooms and 1 single bedroom providing for a family of 7 occupants each. The plans have been updated to reflect the occupancy of each of the bedrooms.

Light/outlook:

Barnet's Sustainable Design 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 that bedrooms and living rooms/kitchens should have a reasonable outlook with clear glazed windows.

Initial plans did show bedrooms in the first floor with no apparent windows. The amended plans show all rooms have windows. The dwellings have dual aspect outlook and the dwellings overall will receive a good amount of light and have opportunities for outlook.

Amenity Space:

Section 2.3 of the Sustainable Design and Construction SPD (2016) states 70m² of outdoor private amenity space should be provided for houses with up to 6 no habitable rooms. The property benefits from a large rear garden and even following the construction of the houses, the site plan indicates there will be over 100m² of garden space for each dwelling. A condition will be suggested ensuring the details of all boundary treatments and subdivision of the garden is provided for final approval. However the garden can be easily divided between the two houses to provide secure and private rear garden spaces for each.

Overall, the design of each dwelling provides a satisfactory level of accommodation and internal amenity for future occupants.

- Impacts on Highway

Highways have reviewed the proposal and provided advice and an assessment of the parking provision and any likely impacts on the operation of the Highways network. 'The proposal is for the demolition of the existing bungalow and the construction of 2x 4bed semi-detached family dwellings, with the provision of 2x off-street car parking spaces for use by future occupants of the dwellings.

The site lies within a PTAL 1b zone, which means that there is poor public transport accessibility to and from the proposed site. The car parking provision required for the proposed is 4 off-street car parking spaces in accordance with requirements set out on Policy DM17 of the Barnet Local Plan, which means that there is an under provision of 2x off-street car parking spaces.

On balance, taking into consideration the following;

- o The site is in a town centre location
- o The site is close to local amenities

The proposed is not expected to have a significantly detrimental impact on the surrounding public highway and is therefore acceptable on highways grounds.

The current vehicular access to the parking area on the forecourt of the property must be widened to ensure that both vehicles are able to independently access and egress the parking spaces. An application must be made to the Crossovers Team of the Highways Department to that effect.

Cycle parking and cycle storage facilities should be provided in accordance with the London Borough of Barnet's Local Plan, in the interests of promoting cycling as a mode of transport.'

Given the comments by the Highways team, there is no objection to the proposal and the parking provided.

It is recommended a parking plan condition is included to require the final details of the layout of parking spaces.

Cycle spaces have been identified in the rear garden of each dwelling and a condition will be included requiring the final details of these cycle spaces. Although the plan has an indicative location for cycle spaces, the final location of the cycle enclosure can be agreed in the conditions application. This will ensure the enclosure and materials are acceptable and the siting of the enclosure is functional and protects the amenities of neighboring and future occupiers.

- Refuse and Recycling

The site plan and ground floor plan show refuse will be stored in the front garden. No details have been provided of the bin enclosure. This will be conditioned and the detail can be provided to ensure the final location, materials and size of the refuse store is appropriate for the host property and functional.

-Sustainability

The applicant has confirmed the scheme is capable of meeting the targets for sustainable construction. Conditions will be included to this effect.

5.4 Response to Public Consultation

The concerns raised around impacts on neighbouring properties and character, design and scale have been discussed in the assessment. An assessment of highways impacts and parking provision has also been provided.

Several comments were received concerned that the design to have the first and second floor roof development to the boundary leaves an 'overhang' for a passageway. It is not clear from the plans where this concern has come from. Through amendments, an alleyway down the side of each property has been incorporated but there is no 'overhang' element above ground floor.

A comment was received that the roof plan does not match the side elevation where it appears to show there are three different roof levels of dormer windows. This was due to the drawing of the side elevation which originally showed a dormer extension over the rear outrigger (now removed) and shows the pitched roof of the outrigger. For clarity, there is only one rear dormer to the roofslope for each dwelling.

A comment was received that bedrooms in the first floor have no windows or access to natural light. This has been resolved through amendments.

6. Equality and Diversity Issues

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

7. Conclusion

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

