

Location 74 Hollickwood Avenue London N12 0LT

Reference: 20/4713/FUL Received: 6th October 2020
Accepted: 6th October 2020

Ward: Coppetts Expiry 1st December 2020

Case Officer: Zakera Matin

Applicant: Ms H & D Patel

Proposal: Demolition of detached dwellinghouse and erection of two semi-detached dwellinghouses. Provision of new front vehicular access to provide two car parking spaces. Provision of refuse, recycling and cycle storage

OFFICER'S RECOMMENDATION

Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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 their 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:

GA-149 Rev A
GA-150 Rev A
GA-151 Rev A
GA-152 Rev C
GA-153 Rev B
Sustainability Statement

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 Before the building hereby permitted is first occupied the proposed window(s) in the flank elevations 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).

- 5 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).

6 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.

7 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 to E of Part 1 of Schedule 2 of that Order and Class AA of Part 1 of Schedule 2 and Class AD of Part 20 of Schedule 2 General Permitted Development) Order 2020 shall be carried out on the approved development within the application site hereby approved. Planning permission would be required for these works.

Reason: To safeguard the amenities of neighbouring occupiers and the general locality in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012).

8 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.

9 Prior to the first occupation of the development hereby approved it shall be constructed incorporating 6% carbon dioxide emission reduction measures which achieve an improvement 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.

- 10 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.

- 11 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

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

- 12 Before the development hereby permitted is first occupied or the use first commences the parking spaces shown on Drawing No. GA-150 Rev A; 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 2016.

- 13 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.

- 14
- 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.

- 15
- 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.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of 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, noise 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 5.21, 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

- 16 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).

- 17 The roof of the dwellings hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 18 a) Prior to the first occupation of the hereby approved development, details of the proposed green roof shall have been submitted to and approved in writing by the Local Planning Authority.

b) The green roof shall be implemented in accordance with the details approved under this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

Reason: To ensure that the proposed development does not prejudice the

enjoyment of the occupiers of their homes in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

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 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.
- 3 If a concrete pump lorry is operated from the public highway, the surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.
- 4 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 £60 per sq m on all forms of development in Barnet except for education and health

developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a payment under Mayoral CIL.

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

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

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

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

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

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

Relief or Exemption from CIL:

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

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

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

19021101.pdf

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

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

Please visit

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

- 5 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.

- 6 The applicant shall carry out a "before" and "after" condition survey of the agreed route to be utilised by all construction traffic. The "before" survey shall be submitted to and approved in writing by Local Planning Authority prior to the commencement of the development. The "after" survey shall be completed three months before the completion of the development and thereafter submitted to and approved in writing by the Local Planning Authority. Any recommended works necessary to reinstate the condition of the agreed route to that identified within the "before" survey shall be implemented as approved following completion of the development

OFFICER'S ASSESSMENT

1. Site Description

The application site no.74 Hollickwood Avenue is located at the rear of no.72 Hollickwood Avenue. The site previously formed part of rear garden of no.72 which consisted of a single storey detached outbuilding. An application under an existing Lawful development certificate ref: B/00266/12, was issued to confirm that this outbuilding benefitted from a lawful self contained residential unit through passage of time and was no longer ancillary/incidental use to the existing dwelling house at N0.72. The new unit was numbered as N074 Hollickwood Avenue. To clarify the outbuilding to the rear of No.72 Hollickwood Avenue has been in use as a s/c dwelling more more than four years and has become immune from enforcement proceedings.

No. 72 Hollickwood Avenue is a two storey semidetached dwelling and sited to the north west of the subject site. No. 55 Lyndhurst Avenue is a two storey semidetached dwelling sited to the north. The site is accessed by existing shared access between no.72 and no.55.

End of terrace dwelling no.7 Dudrich Close is sited to the east of the site and accessed through Dudrich Close. There is no access to the site from Dudrich Close on the east.

No. 72 Hollickwood Avenue and No. 55 Lyndhurst Avenue are sited at the bend of the road and the subject site is accessed through the shared access between No. 72 Hollickwood Avenue and No. 55 Lyndhurst Avenue.

The front façade of existing building no.74 is not in line with front of no.55 Lyndhurst Avenue and 72 Hollickwood Avenue and the single storey building is sited at the rear of the rear garden of no.72. The existing front façade of the single storey building is also sited at the rear of front building line of no. 7 Dudrich Close. Metropolitan Open land lies at the back of the site.

The site is not located in a Conservation Area and there is no site-specific constraint. The existing building is not listed.

2. Site History

Reference: B/00266/12

Description: Retention of existing residential dwelling (known as No.74 Hollickwood Avenue) to the rear of No.72 Hollickwood Avenue

Decision: Lawful

Date: 23.02.2012

Reference: B/00362/08

Description: Demolition of existing bungalow and erection of two no. dwellinghouses with associated off-street parking.

Decision: Refused

Date: 15.05.2008

Reference: B/01857/08

Description: Demolition of existing bungalow and erection of two no. dwellinghouses with associated off-street parking.

Decision: Refused

Date: 28.08.2008

Reasons:

1. The proposed development, by reason of its size, scale, mass, bulk, siting, layout, design and loss of trees would be a poor form of backland development and would be a cramped and visually obtrusive form of development that would be harmful to the character and appearance of the general locality and the adjoining Coppetts Wood Local Nature Reserve and Metropolitan Open Land and would provide inadequate private amenity space for future occupiers, contrary to Policies GBEnv1, GBEnv2, D1, D2, D3, D4, D7, D11, O7, O14, O15, O16, H2, H16 and H18 of the Adopted Barnet Unitary Development Plan (2006).
2. The proposed development, by reason of its size, scale, mass, bulk, siting, layout, design and loss of trees would be an overbearing and visually obtrusive form of development and would lead to loss of light and overshadowing that would be harmful to the visual and residential amenities of the occupiers of adjoining occupiers, contrary to Policies GBEnv2, D5 and H16 of the Adopted Barnet Unitary Development Plan (2006).

3. Proposal

The application seeks permission for demolition of detached single storey dwellinghouse and erection of two x single storey semi-detached dwellinghouses. Provision of new front vehicular access to provide two car parking spaces. Provision of refuse, recycling and cycle storage.

The subject site and proposal are different from the refused scheme under B/01857/08.

4. Public Consultation

Consultation letters were sent to 44 neighbouring properties.

16 Objections have been received

Summary of Objections

- Owner of No. 55 Lyndhurst Avenue objected on the access through the shared access for additional unit.
- Impact on existing drainage
- The proposed conversion of the single two-bedroom house into two one-bedroom houses would not respect the character of the surrounding area.
- Concern regarding increased traffic and noise
- The backland development will encourage new building in the back-gardens
- Impact on wildlife
- It would be cramped and visually obtrusive form of development that would be harmful to the character and appearance of the general locality
- There would be a loss of privacy, noise and light pollution to adjoining houses
- Overdevelopment of the land
- Expressed concern regarding access
- Concern regarding location of rubbish and recycling bins

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 revised National Planning Policy Framework (NPPF) was published on 19th February 2019. This is a key part of the Government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, 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. The draft New London Plan is at an advanced stage. In December 2019, the Mayor issued the "Intend to Publish" version of the emerging New London Plan. After considering that Plan, on 13 March 2020 the Secretary of State for Housing, Communities and Local Government wrote to the Mayor making a series of eleven Directions to the Plan. The Mayor cannot publish the New London Plan until the Directions have been incorporated, or until alternative changes to policy to address identified concerns have been agreed. Those policies affected by the Directions carry moderate weight, whilst those with no modifications can carry significant weight.

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS9, CS13
- Relevant Development Management Policies: DM01, DM02, DM04, 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 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:

- 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.
- Provision of suitable accommodation for future occupiers
- Provision of waste recycling and cycle parking
- Sustainability and Accessibility
- Highways and parking.

5.3 Assessment of proposals

Impact on the character and appearance of the existing site, streetscene and wider locality

It is important to note that the existing single storey dwelling at 74 Hollickwood Avenue was considered lawful under application ref: B/00266/12. The site is no longer part of no. 72 Hollickwood Avenue, though the site was previously part of rear garden of no.72 Hollickwood Avenue. Therefore, the development is not considered as backland development or development at the rear garden of no.72 Hollickwood Avenue. The previous reason for refusal on character ground under application ref: B/01857/08 for backland development is no longer relevant in this case. As such, the proposal for replacement dwelling on the site is considered acceptable in principle.

Furthermore, the subject site is different from the previous refused schemes. In the previous refused scheme, the proposed site was located at the rear garden of no.72 Hollickwood Avenue. The subject site is located adjacent to and not at the rear garden of no. 72 Hollickwood Avenue. The current site is known as 74 Hollickwood Avenue, which is independent of no. 72 Hollickwood Avenue and accessed through shared access between no. 74 Hollickwood Avenue and 55 Lyndhurst Avenue.

Policy CS4 on quality homes and housing choice in Barnet and states that, "seeking a range of dwelling sizes and types of housing including family and lifetime homes that meets our identified housing priorities and does not undermine suburban character or local distinctiveness."

DM08 states that, "Development should provide where appropriate a mix of dwelling types and sizes in order to provide choice for a growing and diverse population for all households in the borough."

The existing single storey dwelling would be replaced by two single storey semi-detached dwellings. The proposal would provide two 1-bed semi-detached dwellinghouses in place of one dwellinghouse which is considered to contribute towards increase in family homes in Barnet and would comply with Policies CS4 and DM08.

The existing single storey dwelling is sited at the rear of both no. 72 Hollickwood Avenue and 55 Lyndhurst Avenue and accessed through a shared access between 72 Hollickwood Avenue and 55 Lyndhurst Avenue. The proposed semi-detached pair would not change the current situation for the neighbouring occupiers as the proposed new building would be sited in similar location as the existing.

The front building line of the proposal would be in line with the neighbouring property at no. 7 Dudrich Close on the east. The proposal would be single storey and because of the siting at the rear, it would not be prominent from the street and when viewed between 72 Hollickwood Avenue and 55 Lyndhurst Avenue, it would not appear overbearing because of its single storey height. It is considered that, the proposed new semi-detached replacement dwelling would sit comfortably in this location and would not pose any additional impact on the character and appearance of the area nor the immediate streetscene.

The semi-detached pair would be accessed through the existing shared access and would share a front fore court for the turning of cars. Car parking would be provided on the front forecourt. The rear gardens would have similar depth (8m to 9m) as the neighbouring rear gardens of row of terrace dwellings along Dudrich Close. The width of each semi-detached dwelling (5.5m) would be similar to the width of the neighbouring terraced dwellings of Dudrich Close. The proposed maximum height would be 3.3m which is much lower than the eaves height (6m) of two storey terraced dwelling of no.7 Dudrich Close on the east.

The flank wall of the proposal at front would be sited 1.3 m away from the common boundary with no. 7 Dudrich Close and 1.3m away from the common boundary of no. 72 Hollickwood Avenue which abuts the rear garden of 74 Hollickwood Avenue. The proposed single storey flank wall would be sited 4.5 m from the two storey flank wall of no. 7 Dudrich Close at front. It is considered that the proposal would keep sufficient gap with the neighbouring properties and would not appear as a cramped form of development.

The rear elevation would project 4.4m from the original rear building line of neighbouring terraced property no.7 Dudrich Close which features 3.4m deep single storey rear extension. Therefore, the single storey rear of the proposal would project only 1m from the extended rear wall of neighbouring dwelling no.7 Dudrich Close and this extended depth would not appear overbearing for neighbouring dwelling at no.7 Dudrich Close.

The proposal would feature shallow pitched roof similar to the existing dwelling on site. The front elevation would be contemporary with entrance doors in the middle and windows on the side. Green Sedum roof has been proposed, which would soften its appearance of the proposal in the streetscene. The replacement dwelling would enhance the appearance of the site compared to the existing building.

The form and design of the proposed semi-detached dwellings are considered modest and considered not to have any detrimental impact on the character of the area and streetscene. The proposal would comply with the Barnet's Local Plan (2012) including Residential Design Guidance SPD (adopted October 2016) and Sustainable Design and Construction SPD (adopted October 2016).

Impact on the amenities of neighbours

It is considered that, the proposal would not result in the loss of privacy, outlook or light for the neighbouring properties.

The replacement building would be set away 1.3 m at the front and 4m at the rear from the side boundary of the neighbouring dwelling at no. 72 Hollickwood Avenue which features its rear garden along the common boundary. The front building line would be sited 10.2m rear in relation to the rear wall of no. 72 Hollickwood Avenue. The proposed front bedroom window would not overlook the rear habitable room windows of 72 Hollickwood Avenue, as they would not provide direct view towards the rear of 72 Hollickwood Avenue. Furthermore as the proposal is single storey, there would be no first floor window and as such would reduce any overlooking and privacy issue for the rear garden of no. 72 Hollickwood Avenue. It is noted that the proposed flank wall windows facing no. 72 Hollickwood Avenue would be obscured glazed and would not cause overlooking impact for that neighbouring dwelling. Though the proposal would be sited to the south east of 72 Hollickwood Avenue, because of the single storey nature and because of sufficient separation gap, the proposal is not considered to have any detrimental impact for that dwelling in terms of loss of daylight and overshadowing impact.

The proposed flank wall would be sited 1.3m at front and 4.1m at rear from the common side boundary with neighbouring end of terrace property at No.7 Dudrich Close. The proposed single storey flank wall would be sited 4.5m away from the two storey flank wall of no.7 Dudrich Close. Because of the sufficient separation gap and single storey height, the proposal would not appear overbearing for no.7 Dudrich Close.

The proposal would be sited to the west in relation to no.7 Dudrich Close. The single storey rear of the proposal would project 4.4m from the original rear building line of neighbouring terraced property no.7 Dudrich Close which features 3.4m deep single storey rear extension. Therefore, the single storey rear of the proposal would project only 1m from the extended rear wall of neighbouring dwelling no.7 Dudrich Close and this extended depth would not appear overbearing and would not cause any loss of light and overshadowing impact for neighbouring dwelling no. no.7 Dudrich Close.

It is noted that the flank wall facing no. 7 Dudrich Close contains obscured glazed windows which are not considered to cause any detrimental impact for 7 Dudrich Close in terms of overlooking and privacy.

However, a condition is attached required the flank wall windows to be obscured glazed and non-openable with a top openable panel only to prevent any potential overlooking issue for the neighbours.

The proposal would not have any detrimental amenity impact for 55 Hollickwood Avenue because of the separation distance of 19 m from the site boundary and because of the presence of side garage of no.55 facing the proposal.

As such, officers are satisfied that the proposal will not result in any significant impacts on neighbouring amenity.

Provision of suitable accommodation for future occupiers

In terms of 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 proposal would provide two 1 -bedroom 2 person family dwelling which would have Gross Internal Floor Area (GIA) of 70 sqm. The proposal would meet the minimum space standard for 1 bed 2 person dwelling of single storey which is required 50 sqm as required by the London Plan and Barnet policy DM02. The proposed 12 sqm double bedroom would be more than required 11.5 sqm which would meet the minimum standard. There is sufficient space to provide required storage.

The new dwelling would benefit from good outlook and receive adequate daylight and sunlight.

Barnet's Local Plan expects that sufficient and functional amenity space should be provided for all new houses and flats wherever possible. The Sustainable Design and Construction SPD advises that 5 sqm of outdoor amenity space to be provided per habitable room and minimum 40 sqm amenity space is required for houses with 4 habitable rooms. The living room measures 29 sqm and counted as 2 habitable room as per SPD. The proposed rear part of the rear gardens measure 72 sqm to 94 sqm and so would meet the SPD requirements.

-Waste Recycling and Cycle Parking

Paragraph 11.10 of the Residential Design Guidance SPD 2016, states that, "Waste and recycling storage can cause a nuisance to neighbours and future occupiers, by reason of odour and noise, and can be visually intrusive in the streetscene. Waste and recycling storage areas should be integrated within the building or provided on-site and screened within an enclosure or by landscaping avoiding garden areas in front of dwellings."

Paragraph 11.5 of the Residential Design Guidance SPD 2016, states that, "The design and layout of new residential development should take account of the needs of cyclists through the provision of safe, accessible and secure cycle parking.

Refuse storage and cycle parking would be provided in the front garden near the side boundary with no. 72 Hollickwood Avenue, no detail has been provided. Conditions are attached requiring details of cycle and screened refuse storage to address this issue.

Landscaping would be provided in the forecourt, however a condition is attached to ensure sufficient landscaping is in place.

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). The submitted drawings show that the proposed development can be adopted to meet this requirement, and a condition is attached to ensure compliance with these Policies.

In respect of carbon dioxide emission reduction, the proposed scheme has to be designed to achieve CO2 reduction over Part L of the 2013 building regulations to comply with the requirements of Policy 5.2 of the London Plan (2016 Minor Alterations) and

the 2016 Housing SPG's requirements and a condition is attached to ensure compliance with the Policy.

In terms of water consumption, a condition is attached to require the dwellinghouse 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).

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

Highways 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.

Highway officers were consulted on the proposal and the officer informed that, the proposal would provide 2 off-street car parking spaces, 1 space per dwelling. The applicant is proposing to retain the vehicular access as existing. The number of proposed off-street car parking spaces is in line with requirements set out on Policy DM17 of the Barnet Local Plan and is therefore considered acceptable.

There would be 9.1m turning space between car parking spaces which means vehicles should be able to safely access and egress car parking spaces independently. This is in line with highways requirements and is therefore considered acceptable.

The officer has no objection subject to attached conditions.

5.4 Response to Public Consultation

Addressed in the report. Impact on existing drainage system and shared access is not a material planning consideration. The proposal is not considered to have any detrimental impact on wildlife.

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 or future occupiers and is acceptable in terms of highways. This application is therefore recommended for approval.

