

**Location** **Site Of Former 2 Ashcombe Gardens Edgware HA8 8HS**

**Reference:** **21/2384/FUL** Received: 27th April 2021  
Accepted: 27th April 2021

Ward: Edgware Expiry 22nd June 2021

**Case Officer:** **Mansoor Cohen**

Applicant: Moses

Proposal: Construction of a two-storey building with rooms in roof space comprising of 8no. self-contained flats plus 8no. parking spaces at basement level. Associated amenity space, refuse storage and cycle parking

### **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:

32007/P007 Rev P2

32007/P008 Rev P6

32007/P009 Rev P4

32007/P010 Rev P6

32007/P011 Rev P6

32007/P012 Rev P6

32007/P013 Rev P6

32007/P014 Rev P4

32007/P015 Rev P3

32007/P016 Rev P3

32007/P017

32007/P018 Rev P1

32007/P019

32007/P020 Rev P4

22644\_OGL Rev 1

SUSTAINABILITY STATEMENT, dated April 2021

DESIGN AND ACCESS STATEMENT, REV P4, dated July 2021

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 Policy D4 of the London Plan 2021.

- 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 D4, D5, D8 and G7 of the London Plan 2021.

- 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, 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 SI2, SI7, SI8, SI9, SI1, D14 of the London Plan 2021.

- 6 Before the development hereby permitted is first occupied or the use first commences the parking spaces shown on Drawing No. 32007/P009 Rev P4 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 (2016) and Policy T6.1 of the London Plan 2021.

- 7 a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than two of the car proposed parking spaces to be provided with active Electric Vehicle Charging facilities and a further additional six of the proposed car parking spaces to be provided with passive Electric Vehicle Charging facilities.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy T6 of the London Plan 2021.

- 8 a) Prior to occupation of the residential units hereby approved, full details of the traffic light system including size, specification and maintenance contract details for the basement parking, as indicated in Drawing no. 32007/P009 Rev P4 shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the traffic light system provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be operated in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance of the development and in the interest of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with policies DM01 and DM17 of the Development Management Policies DPD (adopted September 2012) and Policy T4 of the London Plan 2021.

- 9 Prior to the commencement of the development, details of the access into the basement car park shall be submitted to and approved in writing by the Local Planning Authority and should include ramp gradients details. The access as approved shall be constructed in accordance with the approved details before the site is first occupied.

Reason: To ensure the safe form of access to the development and to conform to 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 and Policy T4 of the London Plan 2021.

- 10 a) Notwithstanding the approved plans, before the development hereby permitted is first occupied, details of cycle parking to accommodate a minimum of 14no long stay and 2no short stay cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards - including the type of stands, gaps between stands, location of cycle parking and type of store proposed - 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 that cycle parking facilities are provided in accordance with the minimum standards set out in Policy T5 and Table 10.2 of The London Plan (2021) 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, Policy DM17 of Development Management Policies (Adopted) September 2012 and Policy T5 of the London Plan 2021.

- 11 a) Notwithstanding the details submitted with the application and otherwise hereby approved, no development other than demolition works shall take place until details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 12 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 treatment of boundaries should be permeable to species such as hedgehogs (*Erinaceus europaeus*) and common toad (*Bufo bufo*), with the introduction of a minimum of 1no 13 x 13cm ground level access 'hedgehog hole' between the application site and each neighbouring piece of land to enable connections and prevent the fragmentation of habitat

c) 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, DM16, 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).

- 13 a) A scheme of hard and soft landscaping across the whole site, 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 Policies G1 and G7 of the London Plan 2021.

- 14 a) Before the development hereby permitted is first occupied, details of privacy screens/boundary treatments to be installed to the outdoor private amenity spaces of Flats 1, 2 and 3 as shown on drawing no. 32007/P010 Rev P4 shall be submitted to and approved in writing by the Local Planning Authority.
- b) The screens shall be installed 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), the Residential Design Guidance SPD (adopted October 2016) and the Sustainable Design and Construction SPD (adopted October 2016).

- 15 Before the building hereby permitted is first occupied the proposed windows above ground floor level in the side elevation(s) facing No 4 Ashcombe Gardens 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).

- 16 Prior to the first occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 17 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reasons: In the interest of good air quality in accordance with London Plan policies SI2 and SI1 (2021).

- 18 a) Before development commences, a scheme of proposed air pollution mitigation measures shall be submitted to and approved in writing by the Local Planning Authority.

b) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and Policy SI 1 of the London Plan.

- 19 a) No development other than demolition works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings has been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy D14 of the London Plan 2021.

- 20 The level of noise emitted from the plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and D14 of the London Plan 2015.

- 21 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy D14 of the London Plan 2021.

- 22 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement in carbon dioxide emissions of a minimum of 10% 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 SI 2 of the London Plan 2021.

- 23 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 SI 5 of the London Plan 2021

- 24 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) with the exception of the provision of lifts. 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.

- 25 Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

## Part 2

d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 26 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 protect the amenities of the area in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

## 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](http://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](mailto:cil@barnet.gov.uk).

## Relief or Exemption from CIL:

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

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

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

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

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

Please visit

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

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

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

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

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

- 4 The applicant is advised that if any modification is required or proposed to access from the public highway, such works would be subject to a detailed investigation by the Traffic and Development section. Heavy duty access may need to be provided to cater for a heavy duty use and may involve relocation of existing street furniture. The works would be undertaken by the Highway Authority at the applicant's expense. You may obtain an estimate for this and any associated work on the public highway, and further information, from the Traffic and Development Team, 2 Bristol Avenue, Colindale NW9 4EW, by telephone on 020 8359 3018, or via [crossovers@barnet.gov.uk](mailto:crossovers@barnet.gov.uk).
- 5 The submitted Construction Method Statement shall include as a minimum details of:
- o Site hoarding
  - o Wheel washing
  - o Dust suppression methods and kit to be used
  - o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
  - o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
  - o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
  - o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
  - o For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

The statement shall have regard to the most relevant and up to date guidance including: Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014.

- 6 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
  - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
  - 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
  - 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
  - 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
  - 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 7 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 8 Damage to public highway as a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to

commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail [highways.development@barnet.gov.uk](mailto:highways.development@barnet.gov.uk) or [nrswa@barnet.gov.uk](mailto:nrswa@barnet.gov.uk) at least 10 days prior to commencement of the development works.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

- 9 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.
- 10 The developer is informed that hoarding, scaffolding, crane and skips on or abutting the public highway require a licence. To make an application for these licences please contact the council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email [highwayscorrespondence@barnet.gov.uk](mailto:highwayscorrespondence@barnet.gov.uk).

## **OFFICER'S ASSESSMENT**

### **1. Site Description**

The application site formerly featured a two storey detached dwelling with a detached garage. However, the site is currently in a demolished state and appears to be under construction following a previously approved scheme.

The application site fronts Ashcombe Gardens and is located on the corner plot of where Ashcombe Gardens intersects with Edgware Way (A41). The surrounding area is residential in character consisting of detached, semi-detached and flatted development.

The site is not within a Conservation Area, nor is it subject to a listed building. The site has a Public Transport Accessibility Level (PTAL) rating of 2 (low), however, a number of bus routes can be accessed from stops within 3 minutes walking distance of the site.

## **2. Site History**

Reference: 17/2576/CON

Address: Site Of Former 2, Ashcombe Gardens, Edgware, HA8 8HS

Decision: Approved

Decision Date: 10 August 2017

Description: Submission of details of conditions 3 (Levels) 4 (Demolition and Construction Method Statement) 5 (Refuse Collection Strategy) 11 (Landscaping) 14 (Enclosure) 18 (Access) 22 (Cycle Parking/Storage) 23 (Vehicle Charging Points) 24 (Materials) pursuant to planning permission H/05563/14 dated 01/04/2015

Reference: H/05563/14

Address: Site Of Former 2, Ashcombe Gardens, Edgware, HA8 8HS

Decision: Approved subject to conditions

Decision Date: 7 April 2015

Description: Demolition of existing dwelling and construction of a two storey building with rooms in roofspace comprising of 6no. self-contained flats plus 6no. parking spaces in basement level carpark

Reference: H/01075/13

Address: Site Of Former 2, Ashcombe Gardens, Edgware, HA8 8HS

Decision: Refused

Decision Date: 9 May 2013

Description: Part single, part two-storey front, side and rear extension with new pitched roof. Extension to existing and proposed roof including rear dormer window and roof lights to all elevations to facilitate a loft conversion. Demolition of existing garage and side and rear extensions to accommodate the conversion of property into 5 self contained units.

Reference: H/00086/13

Address: Site Of Former 2, Ashcombe Gardens, Edgware, HA8 8HS

Decision: Refused

Decision Date: 21 February 2013

Description: Two storey side/rear extension and associated roof dormers following demolition of existing garage and side and rear extensions to accommodate the conversion of property into 5 self contained units.

Reference: W06319B/04

Address: Site Of Former 2, Ashcombe Gardens, Edgware, HA8 8HS

Decision: Refused

Decision Date: 23 April 2004

Description: Demolition of house and construction of a block of 6no. 2 bedroom self contained flats with 6 parking spaces.



Reference: W06319D/06

Address: Site Of Former 2, Ashcombe Gardens, Edgware, HA8 8HS

Decision: Refused

Decision Date: 29 January 2007

Description: Demolition of existing house and garage and construction of two-storey plus rooms within the roof space to provide 5No. self-contained flats. Provision of off-street car parking. (OUTLINE APPLICATION).

### 3. Proposal

The proposed development seeks planning permission for the construction of a two-storey building with rooms in roof space comprising of 8no. self-contained flats plus 8no. parking spaces at basement level. Associated amenity space, refuse storage and cycle parking.

The application site received planning consent to redevelop the site to provide 6no. flats under reference H/05563/14, although not constructed, the consent is understood to be extant given the commencement of demolition works. The current application builds off the extant scheme by seeking to propose an additional two units, primarily achieved by a further two storey rear projection to that already approved and an increase in basement level size.

The footprint of the proposed building would approximate to an 'L shape' following the angular curtilage of the site along the A41 dual carriageway. The building would have a varied width of between 10.5m to its front elevation and at its widest point (across the centre of building) measuring 18m. The building would have an overall depth of approximately 23m measured along the flank wall fronting the A41. The building would be housed with a series of hipped roofs and crown tops reaching an approximate eaves height of 5.8m and maximum height of 9.2m.

2no. dormers would feature on the northern roofslope fronting the A41, 1no. dormer to the southern roofslope and a total of 3no. dormers to the rear roofslopes. In addition, a series of rooflights totalling 12 in number would be dispersed across the various roofslopes.

2no. entrances to access the building would feature on the northern elevation fronting the A41.

The site would incorporate a communal garden area totalling approximately 191sqm to the rear of the site as well as small areas of private amenity space for a selected number of units.

8no. car parking spaces would be accommodated within the proposed basement level along with a cycle parking store and in part accommodation space for flat 3.

The proposed 8no. flats would consist of the following:

Flat 1 (ground floor) - 2 bedroom / 4 person - 74sqm in area

Flat 2(ground floor) - 1 bedroom / 2 person - 54sqm in area

Flat 3 (ground floor/basement level) - 2 bedroom / 3person - 103sqm in area

Flat 4 (first floor) - 2 bedroom / 4 person - 81.6sqm in area

Flat 5 (first floor) - 1 bedroom / 2 person - 56.5sqm in area

Flat 6 (first floor/roof level) - 1 bedroom / 2 person - 62.8sqm in area

Flat 7 (Roof level) - 1 bedroom / 2 person - 62.2sqm in area

Flat 8 (roof floor) - 1 bedroom / 2 person - 50.1sqm in area

Amended plans were supplied during the course of the application and the amended plans are the subject of this report.

#### **4. Public Consultation**

Consultation letters were sent to 46 neighbouring properties. A site notice was published on 13.05.2021.

Following receipt of amended plans, re-consultation letters were sent out on 7 October 2021.

6 responses have been received, comprising of 6 letters of objection.

The objections received can be summarised as follows:

- Development encroaches on shared land
- overdevelopment of the site
- mass of building would be overbearing
- under provision of parking
- increased congestion, obstruction and risk of vehicle and pedestrian safety being sited on a busy junction within a narrow road.
- obstruction to emergency and waste collection vehicles
- The size of the eight dwellings and of the rooms within are sub minimal and below habitable/statutory-legal requirements
- increased pressure on local services and amenities
- inaccurate plans
- concerns over the sustainability of the development
- The attractiveness and uniqueness of Ashcombe Gardens as viewed from the A41 is destroyed by the extension development alongside the A41.
- increased noise and disturbance
- drainage concerns
- loss of privacy and overlooking

All planning matters raised were considered and addressed as part of the decision-making process.

#### **4.1 Other Consultees**

Highways - No in principle objection subject to further details and conditions.

### **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 Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth. 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 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and supersedes the previous 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, CS3, CS4, CS5.

Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM17.

### Barnet's Draft Local Plan (Reg 19) 2021

Barnet's Draft Local Plan -Reg 19 - Publication was approved for consultation on 16th June 2021. The Reg 19 document sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. It is Barnet's draft Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of the policies and site proposals in the draft Local Plan.

### Supplementary Planning Documents

- o Sustainable Design and Construction SPD (adopted October 2016)
- o Provides detailed guidance that supplements policies in the adopted Local Plan and sets out how sustainable development will be delivered in Barnet.
- o Residential Design Guidance SPD (adopted October 2016).

## **5.2 Main issues for consideration**

The main issues for consideration in this case are:

- Principle of the development and impact on the character and appearance of the area;
- Impact on the amenities of neighbouring occupiers;
- Provision of suitable accommodation for future occupiers;

- Impact on local highway
- Refuse and Recycling

### **5.3 Assessment**

#### Principle of the development:

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 principle of flatted development on this site has been firmly established by virtue of planning consent reference H/05563/14 for the construction of building to house 6no. self-contained flats. It is also noted that the subject site is located directly opposite, No.1 Ashcombe Gardens which houses 6no. flats. As such, the principle of the proposed development subject to the below considerations is considered acceptable.

#### Impact on the character and appearance of the area:

High quality design underpins the sustainable development imperative of the NPPF, as well as the New London Plan (2021). Policy CS5 of Barnet's Core Strategy (2012) seeks to ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high- quality design. Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The proposed development is considered to have an acceptable impact on the character and appearance of the host site, neighbouring properties and street scene;

The proposed footprint would add to the strong uniformity of front building lines by aligning with no.4 Ashcombe Gardens, its immediate neighbouring property to the south of the subject site. The appearance of the building when viewed from the street scene would be reflective of the appearance of neighbouring properties along the street, mimicking features such as the projecting curved bay windows and hipped roof forms. The eaves and ridge height would match that of no.4 and would therefore follow the pattern and rhythm of the established streetscape. The overall impression would be that of a large detached family dwelling house and as such would blend well within the street scene.

Whilst it is acknowledged that the proposal would have an extended footprint and associated increase in mass and bulk when compared to that of neighbouring dwellings, given the larger than average plot size and its juxta positioning to the A41, this is considered acceptable and reflective of nearby developments fronting the A41, such as 'Compass Close' at the junction of Glendale Avenue. In addition, the extended mass and bulk would feature as subordinate additions achieved by significant set downs in ridge height and setbacks from the front elevation following the angular curtilage of the plot. This would reduce the overall prominence when viewed from Ashcombe Gardens.

The proposed basement whilst a greater footprint than that previously approved, would largely be contained within the footprint of the building with minimal visibility of its physical manifestation and therefore acceptable.

An area of soft landscaping to the front forecourt would soften the visual appearance of the building and positively contribute to otherwise dominant hard surfaced landscaped forecourts along Ashcombe Gardens. Similarly, a line of plantation and soft landscaping along the A41 frontage would soften the overall appearance. Details of which will be secured by a condition.

Given its context, the introduction of a further 2no. units over and above the extant scheme would not constitute an overdevelopment of the site, in particular given that several of the units would be 1 bedroom flats.

Thus it is not found that the proposal would result in an adverse impact to the character and appearance of the site, the street scene and the wider locality.

- Impact on the amenities of neighbouring occupiers;

Policy DM01 of Barnet's Local Plan and Policies D3 and D6 of the London Plan seeks to protect the amenity of neighbouring properties with regard to loss of privacy, overshadowing, overbearing and loss of outlook. This will include taking a full account of all neighbouring sites.

The proposed building would be set off the boundary with the neighbouring property no.4 by approximately 2m. The front elevation and adjacent flank wall of the building at ground floor level would align with the respective building lines of no.4. At first floor level adjacent to the common boundary, the rear elevation would be recessed some 4.3m aligning with the first floor rear elevation of no.4. Given the alignment of building lines it is not considered that any significant harm would arise to this neighbour. The further two storey projection of the building to the northern side of the site would follow the angular curtilage of the site and maintain a distance of between 9.9m and 15.7m to the common boundary. Given the sizeable separation distance, this would not result in undue harm in terms of outlook, overshadowing or a sense of enclosure and is consistent with the approach in the previously approved scheme.

Windows serving flats 4, 5 and 8 within the first floor flank elevation and roof level facing no.4 have been annotated to being obscure glazed to avoid any concerns of overlooking. A condition to ensure this remains in force will be attached to any consent.

The first floor flank windows serving flat 6 would be a significant distance away (approximately 13.8m) and as such would not raise concerns of overlooking or loss of privacy - as defined in the Sustainable Design and Construction SPD.

The rear of the site abuts the amenity space of a pair of semi-detached properties along Ranelagh Close, the rear of the site is well screened by a row of trees and as such will ensure any visual impact is limited. Windows in the (western) flank elevation are oriented away from the rear elevation of adjoining properties.

In terms of noise and disturbance, the proposed development could result in a maximum occupancy level of 21 persons. Whilst this does exceed the occupancy level of the previously consented scheme by up to 4no. persons, given the corner location of the site and location of entrances to the building sited away from neighbouring properties to the northern flank, this is considered to limit any impact to an acceptable level.

In conclusion, the proposed development would not result in an unacceptable adverse impact to the residential amenities of neighbouring residents.

### Quality of accommodation

#### Floor space standards:

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. Policy D6 of the London Plan (2021) and the Sustainable Design and Construction SPD (2016) provides the minimum space standards for new dwellings.

The units would provide the following space standards:

Flat 1 (ground floor) - 2 bedroom / 4 person - 74sqm in area (GIA requirement 70sqm)

Flat 2(ground floor) - 1 bedroom / 2 person - 54sqm in area (GIA requirement 50sqm)

Flat 3 (ground floor/basement level) - 2 bedroom / 3person - 103sqm in area (GIA requirement 70sqm )

Flat 4 (first floor) - 2 bedroom / 4 person - 81.6sqm in area (GIA requirement 70sqm)

Flat 5 (first floor) - 1 bedroom / 2 person - 56.5sqm in area (GIA requirement 50sqm)

Flat 6 (first floor/roof level) - 1 bedroom / 2 person - 62.8sqm in area (GIA requirement 58sqm)

Flat 7 (Roof level) - 1 bedroom / 2 person - 62.2sqm in area (GIA requirement 50sqm)

Flat 8 (Roof floor) - 1 bedroom / 2 person - 50.1sqm in area (GIA requirement 50sqm)

All the proposed units would comply with the minimum space standards as set out above.

#### Outlook, light and privacy:

The Sustainable Design and Construction SPD (2016) states: To deliver the Mayor's aspiration that homes are fit for purpose the internal layout of rooms and design of dwellings needs to be considered to enable flexible use. The positioning of doors and windows should also be considered and single aspect dwellings should be avoided...Dual aspect dwellings have many benefits including better daylight, a greater chance of direct sunlight for longer periods, natural cross ventilation, mitigating pollution, offering a choice of views, access to a quiet side of a building, greater flexibility in the use of rooms, and more potential for future adaptability by altering the use of rooms. Where single aspect flats are considered acceptable they should demonstrate that all habitable rooms and the kitchen are capable of providing adequate ventilation, privacy and daylight and the orientation enhances amenity, including views.

All units would provide dual aspect dwellings and are considered to provide an adequate level of daylight, sunlight and outlook. Plans demonstrate floor to ceiling heights would accord with guidance and the London Plan Standards.

## Stacking:

Policy DM04 of the Development Management Document (2012) part d. states that proposals will be refused if it leads to an unacceptable level of noise and disturbance unless the scheme can demonstrate any mitigation measures. According to the Residential Design Guidance "the vertical stacking of rooms between flats should as far as practical ensure that bedrooms do not overlap living rooms, kitchens and bathrooms on other floors."

The proposed stacking broadly accords with the aforementioned guidance, although there are instances of overlapping between bedrooms and living spaces, such as between flats 2 and 5, this can be appropriately mitigated by pre-completion sound certificates which can be conditioned.

## Outdoor amenity space:

Barnet's Local Plan expects that sufficient and functional outdoor space should be provided for all new homes and flats wherever possible. Barnet's Sustainable Design and Construction SPD advises that 5sq.m should be provided per habitable room for flats.

The below details the requirements as per this standard and the proposed provision:

Flat 1 (ground floor) - 15sqm / (Required 20sqm)  
Flat 2 (ground floor) - 14.4sqm / (Required 15sqm)  
Flat 3 (ground floor/basement level) - 27sqm / (Required 25sqm)  
Flat 4 (first floor) - None / (Required 20sqm)  
Flat 5 (first floor) - None / (Required 15sqm)  
Flat 6 (first floor/roof level) - None / (Required 20sqm)  
Flat 7 (roof level) - None / (Required 15sqm)  
Flat 8 (roof level) - None / (Required 15sqm)

Only 3 (all ground floor flats) of the proposed 8 units would benefit from private outdoor amenity space, however, the submitted plans show communal garden space to the rear of the site which consists of upper and lower level garden space. The combination of the two areas provides a total communal space of approximately 190sqm which exceeds the requirement.

As such, a sufficient level of amenity space would be provided for future occupiers.

## Impacts on the highway

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, requiring that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments.

Policy DM17 sets out parking standards as follows for the residential use:

- 2 to 1.5 spaces per unit of detached and semi-detached houses and flats (4 or more bedrooms)
- 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and
- 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom)

Highways have reviewed the submitted documents and have provided comments, the pertinent contents of which are included below.

The site is situated at the corner of Ashcombe Gardens and A41 Watford Bypass. It fronts onto Ashcombe Gardens, a two way residential road with footways on both sides. Ashcombe Gardens links Glendale Avenue to the south and joins Watford bypass (A41) to the north.

There are no parking restrictions on the road and the road/site is not in a CPZ. The site lies in an area with a PTAL rating of 2 (low), on a scale of 1 to 6, where 1 represents worst and 6 represents excellent public transport accessibility, however, four bus routes (113, 288, 186, 107) can be accessed from stops within 3 minutes walking distance of the site.

The proposal consists of construction of a two-storey building with 8 self-contained apartments (5x1bed and 3x2bed). The parking requirement for the site based on policy DM17 is between 3-9.5 parking spaces. The applicant proposes 8 spaces in the basement accessed via a ramp. Given that the site has a PTAL score of 2, Highways would recommend the provision of 9 spaces. The proposed provision leaves a shortfall of 1 space. Highways do not consider that this would make a significant difference to local parking conditions and therefore is acceptable. Highways would recommend that one of the parking bays is designated as a disabled bay.

As per highways comments, the proposed parking provision lies within the higher range of the requirement as per DM17 and is therefore acceptable. Furthermore, taking into consideration the new London Plan and the Reg 19 Draft local plan which is at an advantage stage, both would require a vehicle parking provision of 6 spaces, the proposed parking provision exceeds this requirement and is therefore acceptable.

Electric vehicle charging points would need to accord with London Plan standards. This equates to 2 active and 6 passive spaces. Details of which are to be secured by way of a planning condition.

The provision of traffic light warning system to control traffic up and down the ramp is acceptable however given that it would be critical to the operation of the ramp, a manufacturers specification, repair response times and evidence of reliability is requested. This will be secured via a suitable condition.

Highways also recommend a waiting area for vehicles on the forecourt for vehicles to exit the ramp. To facilitate such would result in the loss of the soft landscaping to the front forecourt which would contribute positively to the street scene and locality. Furthermore, it is noted that no such requirement was dictated in the extant scheme and the addition of two further parking spaces would have no material bearing on this aspect.

Highways have also stated that due to the number of units proposed, trip generation is unlikely to be a major issue and the proposal will result in fewer vehicle movements to/from the site compared with existing use.

The proposed development may involve alteration to the existing vehicular access which will require works on the adopted highway. The applicant will need to obtain a s184 licence from the Council.

A construction logistics plan and a highway condition survey will be required for this development. Details can be submitted by way of a planning condition/informative.



### Cycle parking

Based on London Plan standards, a minimum of 14 long stay and 2 short stay spaces are required. The development proposes 16 long stay spaces in the basement and two short stay spaces to the front forecourt which is in accordance with the requirements. Access to the cycle store in the basement would be from a dedicated lift from the ground floor lobby to basement level. Elevations of the cycle store and the spacing between stands as well as internal dimensions of the store are requested. Internal cycle parking is proposed in a secure and enclosed store which is acceptable. Details of cycle parking are requested by way of a planning condition.

### Refuse and recycling

Arrangements for refuse collection and servicing are expected to remain as existing, from Ashcombe Gardens. The location of the store within the front forecourt and within 10m to the highway is acceptable in principle. However, further details of the store and refuse strategy will be secured by way of a condition.

## **5.4 Response to Public Consultation**

Mainly addressed in the body of the report.

-Development encroaches on shared land;

Following amended plans, the proposed development falls within the curtilage of the application site as shown in the submitted drawings, in which the applicant has certified as being the sole owner of the land and therefore presents no encroachment. Rights of access are not material planning considerations.

-Under provision of parking, increased congestion and obstruction to emergency vehicles; Parking provision accords with the Councils adopted parking policy. Sufficient cycle storage is provided. It is therefore not considered that this would result in an adverse impact to the highway network.

-Increased pressure on local services and amenities;

Given the number and size of units proposed, it is considered that the impact on local services would be to an acceptable level.

-Inaccurate plans;

Visual images/3D modelling are for illustrative and for indicative purposes only. Details of hard and soft landscaping will be secured by a suitable condition. Plans submitted are to scale.

-Concerns over the sustainability of the development;

Suitable conditions for water consumption and carbon dioxide will be applied.

-Drainage concerns

The developments will be required to accord all relevant building regulations.

## 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 the proposal would have an acceptable impact on the character and appearance of the locality and would not result in an adverse impact to neighbouring occupiers. The application is therefore recommended for APPROVAL subject to conditions.

