

**Location** Land Adjacent To 1 Gaydon Lane London NW9 5WA

**Reference:** 21/2810/FUL Received: 20th May 2021  
Accepted: 21st May 2021

Ward: Burnt Oak Expiry 16th July 2021

**Case Officer:** Erica Mason

Applicant: Mr Hugh Rayner

Proposal: Erection of a two storey dwelling house. Associated refuse/recycling store, amenity space and provision of off street 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 / documents:

- 1GL-2021-PL-E01 Location Plan
- 1GL-2021-PL-E02 Photosheet
- 1GL-2021-PL-E03 Existing Block Plan
- 1GL-2021-PL-E04 Rev 01 Existing Ground Floor
- 1GL-2021-PL-E05 Rev 01 Existing First Floor
- 1GL-2021-PL-E06 Existing Roof Plan
- 1GL-2021-PL-E07 Existing Side Elevation
- 1GL-2021-PL-E08 Existing Front Elevation
- 1GL-2021-PL-E09 Rev 01 Existing Rear Elevation SE
- 1GL-2021-PL-E10 Existing Section A-A
- 1GL-2021-PL-P01 Proposed Block Plan
- 1GL-2021-PL-P02 Rev 03 Proposed Ground Floor (with Root Protection Area)
- 1GL-2021-PL-P03 Rev 01 Proposed First Floor
- 1GL-2021-PL-P04 Proposed Roof Plan
- 1GL-2021-PL-P05 Proposed Side Elevation
- 1GL-2021-PL-P06 Proposed Front Elevation
- 1GL-2021-PL-P07 Proposed Rear Elevation
- 1GL-2021-PL-P08 Proposed Section A-A

- 1GL-2021-PL-P09 Proposed Surface Water Drain
- The Tree Bureau Arboricultural Impact Assessment Reference AIA 7634 Dated 15.05.2021
- Design and Access Statement
- Agents Covering Letter from CPMC Chartered Surveying dated 26 April 2021
- Agents Letter from CPMC Chartered Surveying dated 26 April 2021 to owner of no.1 Gaydon Lane

Reason: For the avoidance of doubt and in the interest of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed 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) Notwithstanding the submitted drawings, 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 D3 and D4 of the London Plan 2021.

- 4 a) No development shall take place until complete details of the levels of the building(s), road(s) and footpath(s) and soft landscaping in relation to the adjoining land, trees 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 D1, D2, D3 and G7 of the London Plan 2021.

- 5 a) No site works or works on this development including construction work shall commence until a Construction Management and Logistics Plan (CMLP) has been submitted to and approved in writing by the Local Planning Authority. All works must be carried out in full accordance with the approved details unless previously agreed in writing by the Local Planning Authority. The 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 D14, SI 1 and T7 of the London Plan (2021).

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

- b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown

on the tree protection plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G7 of the London Plan 2021.

- 7
- a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to 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 details approved under this condition.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy G7 of the London Plan 2021).

- 8
- Before the development hereby permitted commences, the applicant shall submit for approval details of measures to improve biodiversity on the site in accordance with guidance set out within BS42040:2013: Biodiversity - Code of practice for planning and development, and guidance documents provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Royal Town Planning Institute (RTPI) for approval. The development shall be implemented in full accordance with these details'

The above conditions would be required, pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G6 of the London Plan 2021.

- 9
- 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 G7 of the London Plan 2021.

- 10 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 Policy D7 of the London Plan 2021 and the 2016 Mayors Housing SPG.

- 11 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 and the 2016 Mayors Housing SPG.

- 12 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 10% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies SI 2 of the London Plan (2021) and the 2016 Mayors Housing SPG.

- 13 a) Notwithstanding the approved plans, before the development hereby permitted is

first occupied, details of cycle parking spaces and cycle storage facilities - including a revised location to the rear of the site - shall 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 T5 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 and Policy DM17 of Development Management Policies (Adopted) September 2012.

14 a) Notwithstanding the submitted drawing no. 1GL-2021-PL-P02 Rev 02 Proposed Ground Floor, 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).

15 Before the development hereby permitted is first occupied or the use first commences the parking spaces/garages shown on Drawing No. 1GL-2021-PL-P02 Rev 03 Proposed Ground Floor (with Root Protection Area); 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 Policy T6 of the London Plan (2021).

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

- 18 Before the building hereby permitted is first occupied the first floor windows in the side elevation hereby approved, facing Heywood Avenue, shall be glazed with obscure glass only and shall be permanently fixed shut or provided with only a fanlight opening and shall be permanently retained as such thereafter.

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 (adopted April 2016).

- 19 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 Class of Part 1 of Schedule 2 of that Order shall be carried out within the area of land adjacent to 1 Gaydon Lane NW9 5WA, hereby approved.

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

- 20 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

**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 Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine."

## **OFFICER'S ASSESSMENT**

### **1. Site Description**

The proposal site is set adjacent to no. 1 Gaydon Lane NW9, which is a two storey end of terrace dwellinghouse, featuring a gable ended main roof. The rear boundary faces the junction with Heywood Avenue.

Gaydon Lane is a small cul-de-sac lying within an area of former MoD housing of no great architectural merit, but which benefits from substantial tree planting that softens the impact of the built development. It is evident that Gaydon Lane streetscape includes open soft landscaped outer edges at the end of terraces.

The application site has a 'Public Transport Accessibility Level' (PTAL) rating of 2 which is regarded as poor accessibility.

The proposal site measures some 205m<sup>2</sup> as specified on the submitted planning application form. The site is not within a Conservation Area or subject to any other relevant planning designation. A tree is set to the rear of the site and is protected under a Tree Preservation Order reference TPO/CA/318/T4 Horse Chestnut and T5 Lime. Furthermore, the site does not fall within a flood zone.

### **2. Relevant Planning History**

Reference: W02260P

Address: Land Adjacent To 1 Gaydon Lane London NW9

Decision: Approved Subject To Conditions

Decision Date: 15 July 1987

Proposal Description: Detached house with integral garage and formation of vehicular access to Gaydon Lane. (Outline Application).

Reference: W11044

Address: Land Adjacent To 1 Gaydon Lane London NW9

Decision: Approved Subject To Conditions

Decision Date: 28 January 1997

Proposal Description: Erection 2 storey house with integral garage and access from Gaydon Lane.

Reference: W11044B

Address: Land Adjacent To 1 Gaydon Lane London NW9

Decision: Approved Subject To Conditions

Decision Date: 13 September 1999

Proposal Description: Erection of 2 storey house with integral garage and access from Gaydon Lane.

Reference: 21/0792/192

Address: 1 Gaydon Lane NW9 5WA

Decision: Lawful

Decision Date: 08 March 2021

Proposal Description: Replacement of existing windows to match existing and new windows. Erection of a rear outbuilding.

Reference: 20/4229/PNU

Address: 1 Gaydon Lane NW9 5WA

Decision: Prior Approval Required and Refused

Decision Date: 09 November 2020

Proposal Description: Construction of an additional floor with same roof pitch and roof tiles and matching wall.

Reference: 20/3148/HSE

Address: 1 Gaydon Lane NW9 5WA

Decision: Prior Approval Required and Refused

Decision Date: 17 September 2020

Proposal Description: First floor rear extension, new front porch and rear outbuilding. New first floor windows to side elevation.

Reference: 20/0295/HSE

Address: 1 Gaydon Lane NW9 5WA

Decision: Prior Approval Not Required

Decision Date: 25 February 2020

Proposal Description: Single storey rear extension with a proposed depth of 6.00 metres from original rear wall, eaves height of 3.00 metres and maximum height of 4.00 metres.

Reference: 19/6508/HSE

Address: 1 Gaydon Lane NW9 5WA

Decision: Approved Subject To Conditions

Decision Date: 12 February 2020

Proposal Description: Demolition of existing conservatory. Single storey rear extension, including 2no. skylights.

Reference: H/00644/11

Address: Land At And Adjacent To 13 Gaydon Lane, London, NW9 5WA

Decision: Approved Subject To Conditions

Decision Date: 28 April 2011

Proposal Description: Construction of no. 2 two-storey dwelling houses, formation of a new vehicular access from Lanacre Avenue and associated provision of two off-street car parking spaces.

Reference: W10961

Address: Land Adjoining 16 & 17 Gaydon Lane London NW9

Decision: Approved Subject To Conditions

Decision Date: 30 October 1996

Proposal Description: Erection of one detached two storey house.

### **3. Proposal**

This application seeks planning permission for the 'Erection of a two storey dwelling house. Associated refuse/recycling store, amenity space and provision of off street parking'.

It is noted that various approvals for a dwelling and a two storey side extension at the site was granted over the years as listed above.

The proposed dwelling would be attached to the neighbouring property at no. 1 Gaydon Lane - being almost identical in size and having a similar design. It would have a width of 7.4m (no. 1's width is 7.2 metres), an eaves height of 5 metres and 6.8 metres to the top of the gable ended roof (same as no. 1). The ground floor would have a lesser depth than its' attached neighbour who benefits from a single storey rear extension. The proposed ground floor of the new dwelling would measure 9.5 metres deep to include a front porch projection of approximately 1.5 metres; and the first floor would measure 8.1 metres and would not project beyond the attached neighbouring rear elevation at that level.

The new dwelling will be set away by 0.7m from the boundary facing the junction at Heywood Avenue having a pavement width of 2m and a further grass verge facing the junction.

There are no immediate neighbouring properties to the rear of this section of Gaydon Lane and the nearest neighbouring properties at the rear are separated by Heywood Avenue. The nearest properties to the rear are set some 30m away from the site at no.s 46 - 49 Elvington Lane.

### **4. Public Consultation**

Consultation letters were sent to 35no. neighbouring properties and a site notice was posted dated 03 June 2021.

20no. objections and 1no. representation was received.

The comments can be summarised as follows:

- Loss of Green and trees unacceptable and may lead to global warming.
- This is classed as a natural green area and natural open spaces.
- Building will affect the biodiversity and nature conservation, also ruins beauty of the area.
- Potential Tree Protect issues.

(Officer Comment: Arboricultural Officer comments below)

- Overcrowding. Family have been converted causing over population.

(Officer Comment: 1no. two bedroom dwelling is not considered to cause overcrowding)

- Car traffic/parking/safety of pedestrian (including children and the disabled), cycles and cars in relation to oncoming traffic and from construction staff.

- Danger hazards for traffic as it's on a bend and many homes have kids on the street where they play.
- Impact on Emergency Services gaining access to Gaydon Lane.
- The erection of the proposed garden fence will obscure oncoming traffic on an already blind corner.
- Due to the large variance in ground level around this site, there will be a large amount of excavation required, very likely affecting the current road adjacent to the proposed site.
- Bin collection trucks may be hindered from accessing the street and even when they do, they find it difficult to turn the vehicles, further exacerbated by the proposed development.  
(Officer Comment: Highways comments below)
- Major disruptions, building noise, noisy early morning materials deliveries, construction vehicles, Excavation, mud, dust, etc. and the rubbish that comes with it.  
(Officer Comment: A condition will be added into approval relating to reasonable hours of construction, in order to protect neighbouring amenity in relation to above issues).
- Change the street view, nature, culture and historic façade of the street of Gaydon Lane taking away the history of Adastral village, an area which was built to house former RAF officers.
- Loss of light, overshadowing and loss of privacy.
- The proposed building will alter the structure and uniformity of the buildings in the entire street.
- The proposed building would, because of the design, size and sitting be overbearing and detrimental to the entire outlook of adjoining properties, especially due to its conspicuous location.
- Windows will look into house with garden backing on to site.  
(Officer Comment: Character, design, size and siting and neighbouring amenities discussed below in main body of report)
- The applicant was previously refused permission on application W02260CF Erection of two detached houses/ Land Adjacent & Rear Of 4 Elvington Lane London NW9 for the above reasons.
- Similar application by the same developer with reference ns W11044C/06 & W10961B/06 was collectively objected to by the all the residents of Gaydon Lane.
- Applicant has other undeveloped properties, which he could develop without the need of impacting on the current look and feel of the street of Gaydon Lane.  
(Officer Comment: Some of the above applications were Withdrawn and not refused. It should be noted that every application is decided on its' own merits)
- Devaluation of no. 1 Gaydon Lane and the proposed property.  
(Officer Comment: Devaluation of properties are not a planning consideration)
- The lane numbers will not be running in order starting the lane with 1A would I'm sure will cause postal errors.
- Potential post and delivery issues.  
(Officer Comment: An informative is added in relation to Street Naming and Numbering Team)

Internal Consultees -

- **Trees and Landscaping:**
- Concerns raised regarding the loss of public open space at the site.
- Potential post development pressure for tree pruning. Tree works will be controlled as the tree (horse chestnut) is protected by a TPO. This tree is only 13m high and has the potential to grow up to 25m high, a large landmark tree, contributing to the Mayor of London's target of 10% increase in canopy cover by 2050.
- Approving this development means further growth is likely to be constrained though pruning to achieve liveability for new residents, thus reducing the trees contribution to

canopy cover target.

**Recommendation:**

Conditions and informatives should be applied accordingly to obtain a more suitable development:

**Standard conditions**

C260 Hard & Soft landscaping

C263 Tree protection and method statement to include on site monitoring of tree protection measures

**Reason:**

The above conditions would be required, pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G7 of the London Plan 2021.

**Biodiversity**

Before the development hereby permitted commences, the applicant shall submit for approval details of measures to improve biodiversity on the site in accordance with guidance set out within BS42040:2013: Biodiversity - Code of practice for planning and development, and guidance documents provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Royal Town Planning Institute (RTPI) for approval. The development shall be implemented in full accordance with these details.

**Reason:**

The above conditions would be required, pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G6 of the London Plan 2021.

**Informative**

Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine."

**- Highways**

Highways Officer Comments:-

Parking and Highways:

- Gaydon Lane NW9 and the nearby roads have been included in a Permit Parking

Area (Zone CL1) operating from Monday to Friday between 9am and 4pm. Vehicles are not allowed to either wait or park at the adjoining junction by a way of double yellow lines.

- The Public Transport Accessibility Level (PTAL) for the site is assessed as 2 which is regarded as poor accessibility.
- The proposal is for the erection of a two-storey dwelling house (Use Class C3) consisting of 3 bedrooms. 1 off-street parking space will be accommodated within the curtilage of the site and will be facilitated by a proposed vehicular crossover off Gaydon Lane, NW9.
- The provision of the vehicular crossover will require the applicant to submit a separate application under S184 of the Highways Act 1980 to Barnet Council's Highways Crossovers Team.
- Please note that the Council's Domestic Crossover Policy adopted in April 2019 allows crossovers of 2.4 metre minimum width and 4.2-metre maximum width with a minimum distance of 2.4 metres between adjacent crossovers. The distance of the crossover from the adjoining junction should be at least 8 metres.
- The new Policy also requires that the location of a boundary wall, fence or hedge needs to be within 0.6 metres of the edge of the crossing to prevent vehicles entering their frontage from overriding the adjacent footway.
- Additionally, there is an existing lamp column close to the site's southern boundary. Please note that a minimum distance of 1.2 metres is generally required between a proposed crossover and any existing street furniture including lamp columns. Otherwise, the lamp column will need to be relocated and the associated costs will be borne by the applicant.
- Considering the above, the applicant will need to provide a revised site layout plan showing the details for the access arrangements in accordance with the above requirements prior to any recommendation being made on highway grounds.
- The forecourt area will also benefit from a pedestrian access off Gaydon Lane, NW9 leading to the building entrance.
- According to the Parking Standards as set out in Barnet Council's Local Plan Development Management Policy DM17, the proposed development would be required to provide between 1 and 1.5 off-street parking spaces.
- Based on the PTAL rating for the site as 2 (poor accessibility), 1.4 off-street parking spaces would be required to meet the parking standards of DM17 policy.

However, taking into consideration the following factors:

- Although the site lies in a PTAL zone 2 (poor accessibility), there are three Transport for London (TfL) bus routes (186, 204, N5) running on Lanacre Avenue, NW9 providing connections to Colindale, Hendon Central and Edgware Underground stations accessed by Northern Line services and Brent Cross Shopping Centre.
- Our observation shows that potential overspill of 1 parking space on street can be accommodated on the surrounding local highway network.

- The site is within walking distance to a short range of local facilities such as schools
- On balance, the provision of 1 parking space would be acceptable on highway grounds.

#### Cycle Parking and Storage:

- The proposed development will need to provide 2 long stay cycle parking spaces in accordance with the London Plan Cycle Parking standards. The cycle parking spaces will need to be secured in an enclosed compound that is well-lit, overlooked and accessible by the residents only. The type of stands will need to allow both the frame and at least one wheel of the bicycle to be locked. Design details for the cycle parking spaces and the associated storage facility will also need to be provided in accordance with the London Cycle Design Standards (LCDS). This information will be requested by a way of a condition.

#### Refuse Collection Arrangements:

- Drawing No. 1GL-2021-PL-P02 shows that the proposed bin store will be located within 10 metres from public highway with clear and levelled access for the refuse crews to remove the waste on collection days which is acceptable on highway grounds.

#### Construction Management and Logistics Plan (CMLP):

- The scale of the construction works to deliver the proposed development will require the submission of a robust Construction Management and Logistics Plan (CMLP) to ensure that road safety will be maintained especially for vulnerable road users throughout the works, delivery and construction-related trips to and from the site will be reduced as much as possible to ease congestion on the surrounding roads and follow access routes that minimise disruption to local residents. The CMLP report will be requested by a way of a condition.

#### RECOMMENDATION:

- The applicant will need to provide a revised site layout plan including details for the vehicular access reflecting the requirements as set out in the Council's Domestic Vehicle Crossover Policy adopted in April 2019.

#### Highways Crossover Officer Comments: -

- Following review of the amended Site Plan, as long as the minimum depth of hardstanding is achieved and the crossover is no larger than 4.2m allowing 1.2m from the street light, the proposal is acceptable.

## 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 20th July 2021. 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.

Relevant Policies: D3 (Optimising Site Capacity), D4 (Delivering Good Design), D6 (Housing Quality and Standards), D14 (Noise), G6 (Biodiversity and Access to Nature), G7 (Trees and Woodlands), H1 (Increasing House Supply), T4 (Assessing and Mitigating Transport Impacts), T5 (Cycling) and T6 (Car Parking).

### LB Barnet Local Plan 2012

Relevant Core Strategy Policies: CS NPPF, CS1 (Barnet's place shaping strategy), CS3 (Distribution of growth in meeting housing aspirations), CS4 (Providing quality homes and housing choice), CS5 (Protecting and enhancing Barnets' character) and CS9 (Providing safe/effective travel).

In particular:-

Core strategy policy CS3 seeks to encourage higher densities in order to meet the housing targets for the Borough. The policy identifies areas of growth that are appropriate for regeneration and higher densities of development, noting that these areas are either town centres or are accessible by public transport. The policy further states that whilst higher density can be encouraged as a means of meeting housing targets, it should not drive development, rather it is a factor to be considered alongside the local context, design, transport accessibility and infrastructure.

Core strategy policy CS4 seeks to provide a range of sizes and types of accommodation, including homes for those who need larger dwellings including families, as well as homes for smaller households such as single key workers or older and vulnerable people.

Core strategy policy CS5 sets out the LPAs objective to promote a sense of place throughout the Borough by responding to locally distinctive characteristics and patterns of development. The policy text goes further to state that the Core Strategy aims to address strategic needs for family accommodation. The main source of supply to meet demand is largely provided by our suburban housing stock. We therefore need to protect such housing within established residential streets which, because of their rhythm and cohesiveness, contribute to local character.

Relevant Development Management Policies: DM01, DM02, DM08, DM17

The Council's approach to development as set out in Policy DM01 is to minimise the impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers.

Policy DM08 seeks to both maintain and increase the supply of housing across the Borough. Subsection j (vi) & (vii) states that development proposals will be required to include hard and soft landscaping and that trees in particular contribute to biodiversity including the retention of existing wildlife habitat. Therefore, existing trees and their root systems should be adequately protected.

Policy DM17 states that the council will ensure that the safety of all road users is taken into account when considering proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users. The policy further states that a development of this scale would be expected to provide a maximum of 1.5 vehicle parking space per dwelling.

#### Residential Design Guidance SPD (2016)

Sets out information for applicants to help them design developments which would receive favourable consideration by the Local Planning Authority. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene. It states:

- Developments should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.
- In respect of amenity it states that developments should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to the adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

#### Sustainable Design and Construction SPD (2016)

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

#### Barnet's Local Plan (Reg 22)

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 and the stage that it has reached.

## **5.2 Main issues for consideration**

The main issues for consideration in this case are:

- Principle of development
- Whether harm would be caused to the character and appearance of the street scene and the wider area;
- Whether harm would be caused to the living conditions of neighbouring residents
- Whether harm would be caused to the living conditions of future occupiers
- Impact on Trees and Ecology
- Impact on highways and parking

## **5.3 Assessment**

### Principle of development

The proposal relates to the 'Erection of a two-storey dwelling house. Associated refuse/recycling store, amenity space and provision of off-street parking'.

The principle of a dwelling at the site was established under three separate planning approvals under the following applications:

- Reference: W02260P date: 15 July 1987 for 'Detached house with integral garage and formation of vehicular access to Gaydon Lane. (Outline Application).'
- Reference: W11044 date: 28 January 1997 for 'Proposal Description: Erection 2 storey house with integral garage and access from Gaydon Lane.'
- Reference: W11044B date: 13 September 1999 for 'Erection of 2 storey house with integral garage and access from Gaydon Lane.'

Also, an approval was granted for properties within the vicinity including for a larger proposal as follows:

- Reference: H/00644/11 date: 28 April 2011, address: Land At And Adjacent To 13 Gaydon Lane, NW9 5WA for: Construction of 2no. two-storey dwelling houses, formation of a new vehicular access from Lanacre Avenue and associated provision of two off-street car parking spaces.

The established character of the vicinity consists of two and three storey terraced dwellings. Therefore, along with the planning history of the site and other similar plot and resultant planning approval, it is considered that the principle of the proposal is acceptable.

Whether harm would be caused to the character and appearance of the street scene and the wider area;

Policy DM01 of the Development Management Policies (2012) relates to the Protection of Barnet's Character and Amenity. The policy advises that all development should represent high quality design and 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 property at land adjacent to no. 1 Gaydon Lane would largely replicate the style of the existing building albeit smaller in depth. The new dwelling would be attached to no. 1 Gaydon Lane. Effectively, the building would extend in width by 7.4m towards the junction with Heywood Avenue, having the same eaves height of 5m and 6.8m to the top of the gable ended roof, as no. 1 Gaydon Lane. The ground floor would have a lesser depth than its' attached neighbour who benefits from a single storey rear extension. The proposed ground floor of the new dwelling would measure 9.5m deep to include a front porch projection of approximately 1.5m; and the first floor would measure 8.1m and would not project beyond the attached neighbouring rear elevation at that level.

The new dwelling will be set away by 0.7m from the boundary facing the junction at Heywood Avenue having a pavement width of 2m and a further grass verge facing the junction.

Furthermore, there are no immediate neighbouring properties to the rear of this section of Gaydon Lane and the nearest neighbouring properties at the rear are separated by Heywood Avenue. The nearest properties to the rear are set some 30m away from the site at no.s 46 - 49 Elvington Lane.

It is considered that the design of the building would fit with the surrounding local context, and would not appear unduly prominent due to its size, siting and design. It is not considered that the proposed dwelling would appear obtrusive or incongruous in this location.

The current scheme is considered to be acceptable proposing a traditional design and appropriate matching materials consisting brick built and rendered walls, roof tiles and UPVC windows, timber fencing and soft and hard landscaping. A condition has been added requesting submission of materials so that this can be fully assessed, in order to ensure the scheme harmonises with the character and appearance of the immediate and general locale.

The levels at the site gradually decrease in gradient from south to north. Whilst no garage is proposed, the area of hardstanding to the front would be used for parking. Parking requirements are further discussed below in the Highways section of the report. To the rear, the garden area will consist of mainly soft landscaping with a minimal amount of hard landscaping.

The bulk, massing and footprint of the proposed development is similar to the existing dwelling at no. 1 Gaydon Lane. Therefore, the new dwelling is considered to be of an acceptable scale and would not be harmful in its' surrounding context.

The immediate vicinity surrounding the site currently benefits from an ample amount of green space. The proposed development would however involve an increase in hardscape to facilitate the new dwelling and some of the existing greenery would be lost. Whilst this is regrettable, the applicant has provided adequate information to protect the tree at the rear. Therefore, the loss of the section of the green element of the area would not alone warrant

a reason for refusal. However, the loss does increase visibility of the proposed hardscape. Once again, appropriate conditions have been added to accommodate green planting and hedging to enhance the site, and is discussed in more detail within the Tree and Biodiversity section of the report, below.

It is therefore considered that the dwelling would not harm the character and appearance of the streetscene and general locality.

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

Policy DM01 of the Development Management Policies (2012) advises that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.

Paragraph 14.4 of Barnet's Residential Design Guidance SPD (2016) states that: Extensions to properties should not be overbearing or unduly obtrusive and care should be taken to ensure they do not result in harmful:

- o loss of privacy by overlooking adjoining properties
- o loss of light or overshadowing of adjoining properties, particularly loss of light to main windows serving principal rooms such as living or dining rooms
- o loss of outlook from adjoining properties
- o sense of enclosure or overbearing impact on adjoining properties

The host site benefits from one main neighbouring property at No. 1 Gaydon Lane. The flank walls of the proposed dwelling would not extend beyond the front or rear building line of no. 1 Gaydon Lane. In fact, the existing ground floor element of the existing dwelling would project beyond the proposal rear elevation by approximately 3m with the first floor lining up at the same depth. It is not considered that the proposal would harm the amenities of the occupiers of this property by reason of the size of the dwelling including depth and height. It would not lead to a sense of enclosure or and would not be obtrusive or overbearing on this neighbour.

Also, the proposal is not considered to result in a loss of light or outlook as the neighbouring house stood for the majority of its' existence. Furthermore, it is considered that no loss of privacy would be caused to the neighbouring property or site. It is noted that the rear first floor windows to both the existing property at no. 1 Gaydon Avenue and the new dwelling would have mutual overlooking from the rear windows and therefore no further harm is envisaged in this regard.

It is noted however that 1no. ground floor window and 2no. first floor windows as shown on drawing no. 1GL-2021-PL-E07 (Existing Side Elevation-NE) exist in the flank elevation of the existing dwelling at no. 1 Gaydon Avenue. It is noted that the windows are detailed under planning reference: 21/0792/192, approved 08 March 2021. It is noted that an objection raised related to this window. On further investigation by the officer utilising dated online images, the flank windows do not appear to have existed in March 2021 but appear to have been installed subsequently, prior to the submission of this current application registered on 21 May 2021.

Notwithstanding this fact, with reference to the plans under 21/0792/192 these windows serve a shower room, stairwell and as a secondary window to Bedroom 3 (of 1no Gaydon lane). As such, it is considered that the blocking up of these windows to enable the new dwelling would not have an adverse impact on the residential amenity of occupiers at No 1.

Also, the nearest rear neighbour will not only be separated by Heywood Avenue but is set at least 30m away, this distance is considered to adequately allow for an acceptable impact on the neighbouring amenities including overlooking and loss of privacy. Also, a condition will be added to ensure adequate boundary treatment is forthcoming to further mitigate potential loss of privacy.

It should be noted that the dwelling has no neighbouring property set to the rear and its' only neighbouring property would be no. 1 Gaydon Lane.

Therefore, the Local Authority are satisfied that the proposed dwelling would provide acceptable amenity to the neighbouring occupiers as explained above and in accordance with Policy DM01 and DM02 of Barnet's Development Management Policies Document DPD (2012), the requirements of Barnet's Sustainable Design and Construction SPD (2016) and Policy D3 of the London Plan (2021).

#### Impact on amenity of future occupiers:

Table 3.1 of the London Plan (2021) sets out minimum Gross Internal Area (GIA) standards for new dwellings.

The GIA for a two storey 3no. bedroom, 5no. person dwelling requires at least 93m<sup>2</sup>. The submitted plans also confirm that the minimum space standards would be largely complied with. The standards set out minimum acceptable room sizes for single and double bedrooms, confirming that at least 7.5m<sup>2</sup> should be provided for the former and 11.5 m<sup>2</sup> should be provided for the latter. The proposed bedrooms will consist of 2no. double bedrooms and 1no. single bedroom measuring as follows:

Bedroom 1: 13.4m<sup>2</sup>

Bedroom 2: 12.3m<sup>2</sup>

Bedroom 3: 11.3m<sup>2</sup>

The dwelling will also include a dining and living room ground floor area measuring 25.9m<sup>2</sup>.

Policy DM01 states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Table 2.4 of the Sustainable Design and Construction SPD (2016) advises that glazing to all habitable rooms should not normally be less than 20% of the internal floor area of the room to accommodate natural light and outlook for future occupiers. The proposal will provide the following fenestration:

Bedroom 1: approximately 2.04m<sup>2</sup>

Bedroom 2: approximately 2.5m<sup>2</sup>

Bedroom 3: approximately 3.36m<sup>2</sup>

The proposal is considered to largely adhere to the Guidance in the above regards allowing for adequate glazing - however with a slight shortfall for bedroom no.1 of 0.64m<sup>2</sup> of fenestration. However, the other glazing allows for natural light and outlook for future occupiers in excess of the policy and enables the character and appearance of the street scene to be carried through into the new development. The scheme is therefore considered acceptable.

In relation to Outdoor Amenity Space Requirements, Table 2.3 of the Sustainable Design and Construction SPD (2016) advises that for Houses:

- o40 m<sup>2</sup> of space for up to four habitable rooms
- o55 m<sup>2</sup> of space for up to five habitable rooms
- o70 m<sup>2</sup> of space for up to six habitable rooms
- o85 m<sup>2</sup> of space for up to seven or more habitable rooms.

The proposal site area is approximately 205m<sup>2</sup> which clearly illustrates the adequate size and proportions of the development. Adequate outdoor amenity space would be retained at approximately 96.8m<sup>2</sup>. The proposal therefore complies and exceeds the Guidance of the required rear garden amenity space.

Therefore, the Local Authority are satisfied that the proposed dwelling would provide acceptable living conditions and amenity for future occupiers in accordance with Policy DM01 and DM02 of Barnet's Development Management Policies Document DPD (2012), the requirements of Barnet's Sustainable Design and Construction SPD (2016) and Policy D3 of the London Plan (2021).

### **Impact on Trees / Biodiversity:**

Policy DM01 of Barnet's Development Management Policies Document (2012) advises that trees should be safeguarded. Furthermore, policy G7 of the London Plan states that development proposals should ensure that, wherever possible, existing trees of value are retained. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of an area.

There are 2no. Tree Preservation Order (TPO) trees on the application site. The TPO reference is TPO/CA/318/T4 Horse chestnut and T5 lime. It is noted that the tree existed at the time of submission of planning application reference W11044B dated 13 September 1999, for the erection of a two storey house with integral garage and access from Gaydon Lane. The applicant's agent has submitted the following document: The Tree Bureau Arboricultural Impact Assessment Reference AIA 7634 Dated 15.05.2021. The tree officer has reviewed the application and the following comments were made:

- Concerns raised regarding the loss of public open space at the site.
- Potential post development pressure for tree pruning. Tree works will be controlled as the tree (horse chestnut) is protected by a TPO. This tree is only 13m high and has the potential to grow up to 25m high, a large landmark tree, contributing to the Mayor of London's target of 10% increase in canopy cover by 2050.

Following further discussions, more comments were provided by the Tree officer stating that the Green Infrastructure SPD sets out a strategic approach for the creation, protection and management of networks of green infrastructure. Infrastructure should be provided where it will reduce the impact of climate change, improve local ecosystems and habitats and retain, enhance or create green corridors that enable linkages between rural, urban fringe and urban green spaces.

To mitigate the loss of the amenity grass area the applicant must demonstrate within a landscape design for the garden ways to improve habitat. This could be achieved by planting a privet hedge around the garden. Privet is a good source of nectar for pollenating insects when flowering in July and August. These details along with other interventions should be included with an ecological improvement and management plan. However, it should also be noted that for reasons of demarcation of the boundary, fencing would also be required; and therefore the buses would be set within the boundary fencing.

Also, regarding Biodiversity, a pre-commencement condition was recommended for the applicant to submit details of measures to improve biodiversity on the site in accordance with guidance set out within BS42040:2013: Biodiversity - Code of practice for planning and development, and guidance documents provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Royal Town Planning Institute (RTPI).

The above would be required, pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G6 of the London Plan 2021.

Furthermore, hard and soft landscaping details are secured via a condition in order to accommodate overall loss of the existing green area at the site, to assist in mitigating the hardscape of the development to provide a more acceptable impact on the overall character of the area, amenity and protect biodiversity.

#### Impact on Highways and Parking:

Policy DM17 outlines the adopted parking standards for residential developments. It states that a terraced house with 3no. bedrooms is required to provide 1.5no. to 1no. off-street car parking spaces in accordance with policy DM17. There is sufficient space on the front drive to accommodate this.

Furthermore, the councils Highway Team were consulted on the current scheme and have raised no objections. The initial advice provided on the current scheme is summarised as follows:

- Although the site lies in a PTAL zone 2 (poor accessibility), there are three Transport for London (TfL) bus routes (186, 204, N5) running on Lanacre Avenue, NW9 providing connections to Colindale, Hendon Central and Edgware Underground stations accessed by Northern Line services and Brent Cross Shopping Centre.
- Our observation shows that potential overspill of 1 parking space on street can be accommodated on the surrounding local highway network.
- The site is within walking distance to a short range of local facilities such as schools

-On balance, the provision of 1 parking space would be acceptable on highway grounds.

It was also advised that due to the proposed development involving construction works, a Construction Management and Logistics Plan (CMLP) is required. Therefore, a planning condition has been added to secure this.

Also, comments were received from the Highways Crossovers Team confirming that the proposed development will need to provide 2 long stay cycle parking spaces in accordance with the London Plan Cycle Parking standards. The cycle parking spaces will need to be secured in an enclosed compound that is well-lit, overlooked and accessible by the residents only. The type of stands will need to allow both the frame and at least one wheel of the bicycle to be locked. Design details for the cycle parking spaces and the associated storage facility will also need to be provided in accordance with the London Cycle Design Standards (LCDS). A condition has been added to accommodate this requirement.

In general, Highways raised no objection to the proposal. Therefore, the scheme is acceptable on Highways grounds, subject to the suggested condition(s) and Informative(s).



## **5.4 Response to Public Consultation**

All relevant planning considerations are discussed in the report above.

## **6. Equality and Diversity Issues**

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

## **7. Conclusion**

Taking all material considerations into account, it is considered that the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. In addition, the proposed development is considered not to have an adverse impact on the amenities of neighbouring occupiers.

Accordingly, this application is therefore recommended for APPROVAL, subject to conditions.

