

Location **67 Parkside Drive Edgware HA8 8JU**

Reference: **22/1176/FUL** Received: 4th March 2022
Accepted: 22nd March 2022
Expiry 17th May 2022

Ward: Edgwarebury

Case Officer: **Mansoor Cohen**

Applicant: C/O UPP

Proposal: Demolition of the existing dwelling and the erection of a replacement dwelling including rooms in the roofspace and at basement level. Provision of associated parking spaces, cycle storage and refuse and recycling facilities together with associated external amenity space.

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 Chair (or in their absence the Vice-Chair) 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:

067PA-A-01-001
067PA-A-01-002
067PA-A-02-101
067PA-A-02-102
067PA-A-03-101
067PA-A-03-102
067PA-A-03-103
067PA-A-03-104
067PA-A-03-105
067PA-A-05-101
067PA-A-05-102
067PA-A-06-101
067PA-A-06-102

067PA-A-06-103

067PA-A-06-104

Planning Statement

Bat and Nesting Bird Survey Report, July 2020

Preliminary Bat Roost and Nesting Bird Assessment, February 2020

Bat Survey Report, dated 30/06/22

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 or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate

containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;

- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. details of interim car parking management arrangements for the duration of construction;
- x. details of a community liaison contact for the duration of all works associated with the development.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

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

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

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

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

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

6 a) Notwithstanding the approved plans, before the development hereby permitted is first occupied, details of 2no (long stay) cycle parking spaces - including the type of stands, gaps between stands, location and type of cycle store to be provided in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards, shall be submitted to and approved in writing by the Local 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 and shall not be used for any purpose other than parking of bicycles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of bicycles in the interests of pedestrian and highway safety and the free flow of

traffic 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.

- 7
- 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.

- 8
- Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future). The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policy D7 of the London Plan and the 2021.

- 9
- 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), Policy SI2 of the London Plan 2021.

- 10 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy SI5 of the London Plan 2021.

- 11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by Classes A-E of Part 1 of Schedule 2 of that Order shall be carried out within the curtilage of 67 Parkside Drive, HA8 8JU, 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).

- 12 Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no windows or doors, other than those expressly authorised by this permission, shall be placed at any time in the side elevation facing no.65 Parkside Drive.

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).

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

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

- 14 No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with

the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

- 15 The proposed ecological mitigation and enhancements as recommended within the 'Conclusion and Recommendations' section of the approved 'Bat Survey Report' document by ECOassistance, dated 30/06/22 shall be carried out in full accordance with the details recommended in this document in order to secure net biodiversity gain 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 and retained and maintained as such in perpetuity.

Reason: To ensure that nature conservation interests are not prejudiced by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012), Policy G6 of the London Plan (2021) and the Sustainable Design and Construction SPD (adopted April 2016).

- 16 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 1 no 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).

- 17 Before the development hereby permitted is first occupied or the use first commences the parking spaces shown on Drawing No. 067PA-A-01-002 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 T6.1 of the London Plan 2021.

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.

We believe that your development is liable for 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. The London Borough of Barnet first adopted a CIL charge on 1st May 2013. A new Barnet CIL Charging Schedule applies from 1 April 2022 (<https://www.barnet.gov.uk/planning-and-building/planning/community-infrastructure-levy>) which applies a charge to all residential (including sui generis residential), hotel, retail and employment uses.

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.

- 3 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 Confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.
 - o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.

- 4 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

- 5 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 or 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.

- 6 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.
- 7 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 Licences or email highwayscorrespondence@barnet.gov.uk.

OFFICER'S ASSESSMENT

1. Site Description

The application site relates to a two-storey detached dwelling located on the corner plot of Parkside Drive and Edgwarebury Lane. The surrounding area is characterised by residential semi-detached and detached dwellings benefitting from front and rear amenity spaces. The subject site sits recessed from its neighbouring dwellings along Parkside Drive and its corner location results in a larger than average plot size.

The site is not located within a designated Conservation Area nor does it contain a listed building.

The site has a PTAL rating of 2.

The site is located within flood zone 1 meaning it has a low risk of flooding.

2. Site History

Reference: 19/3053/HSE

Address: 67 Parkside Drive, Edgware, HA8 8JU

Decision: Approved subject to conditions

Decision Date: 12 July 2019

Description: Part single, part two storey side and rear extension. Roof extension involving rear dormer windows. Conversion of existing garage into habitable room, insertion of window to replace the existing garage door

Reference: 19/6168/FUL

Address: 67 Parkside Drive, Edgware, HA8 8JU

Decision: Approved subject to conditions

Decision Date: 10 November 2020

Description: Demolition of existing family dwellinghouse. Erection of two storey single family dwellinghouse, including, dormers and rooms to roofspace, associated amenity space, and refuse and recycle store,

Reference: 21/1916/HSE

Address: 67 Parkside Drive, Edgware, HA8 8JU

Decision: Approved subject to conditions

Decision Date: 12 October 2021

Description: Part single, part two storey side and rear extension. Alterations to the front facade including change to front gable at first floor and new front entrance canopy at ground floor. Alterations and extensions to the roof including a crown element, 1no. side facing dormer, 3no. rear dormer windows, 1no. side rooflight and 4no. front rooflights

3. Proposal

This application seeks approval for the demolition of the existing dwelling and the erection of a replacement dwelling including rooms in the roofspace and at basement level. Provision of associated parking spaces, cycle storage and refuse and recycling facilities together with associated external amenity space.

Following the demolition of the existing property, the proposed dwelling would measure a maximum depth of 13.1m and a maximum width of 15.6m. At first floor, the dwelling would have a maximum depth of 13.1m (including the bays) and a maximum width of 12.9m. The footprint of the new dwelling largely resembles that of the extant scheme 19/6168/FUL (see above).

The front building line of the dwelling would match that of the existing dwelling and would feature 2no. two storey projecting square bay windows.

The rear building line would consist of a part single, part two storey element, projecting at a depth of 3.5m if measured from the two storey rear elevation of the existing property. Two rear dormer windows would feature on the relating rear roof slopes.

A basement would be formed as part of the new build with its visible manifestation consisting of a lightwell and external stairwell sited to the eastern flank of the dwelling adjacent to Edgwarebury Lane.

The dwelling would measure an eaves height of 5.5m and a maximum height of 8.4m to its ridge, incorporating a crown roof form. The resultant dwelling would provide for up to 7no. bedrooms for 14 persons and would benefit from approx. 380m² of private rear amenity space.

4. Public Consultation

Consultation letters were sent to 36 neighbouring properties. 6 letters of objections were received with the following comments summarised as follows:

- Out of keeping with surrounding properties
- Height exceeds that of neighbouring property and projects significantly rearwards
- oversized building and overdevelopment of the site
- loss of light to neighbouring garden and habitable rooms
- retained garden would be insufficient for a size of this house
- Concerns over drainage
- Concerns of increased traffic
- Concerns of subsidence
- Concerns of construction activities and associated traffic
- Lack of sustainability and environmentally friendly features

4.1 Internal Consultation

Highways - No objection subject to conditions.

Environmental Health - No objection subject to conditions.

Ecology - No objections subject to implementation of recommended enhancements.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was updated on 20 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. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2021

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

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

The 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, CS5.
- Relevant Development Management Policies: DM01, DM02, DM16, DM17.

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

Supplementary Planning Documents

Residential Design Guidance SPD (2016)

Sustainable Design and Construction SPD (adopted October 2016)

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

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether harm would be caused to the character and appearance of the street scene and locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether harm would be caused to the living conditions of future occupiers;
- Traffic and Parking;
- Impact on trees;
- Ecology;
- Accessibility and Sustainability.

5.3 Assessment of proposals

Impact on the character and appearance of the area

All proposed developments should be based on an understanding of the local characteristics, preserving or enhancing the local character and respecting the appearance, scale, mass and height of the surrounding buildings, spaces and streets in accordance with DM01 of the Development Management Policies DPD (2012).

The subject site benefits from a number of previous planning permissions. The footprint of the proposed new dwelling and overall size, scale, mass and bulk largely resembles the extant planning permission 19/6168/FUL. The extant scheme is therefore a material consideration in the assessment of this application and holds considerable weight given its likelihood of implementation.

The primary external differences between the extant scheme and the current proposal relate to the architectural detailing of the dwelling including the front bay projections, dormer windows, fenestration details and the incorporation of a basement level.

The existing subject dwelling uniquely sits considerably recessed from its neighbouring properties along Parkside Drive. The proposed new dwelling would align with the existing front building line and therefore maintain this contextual relationship with its neighbours.

In terms of its footprint, the new dwelling would largely occupy the footprint of the original building save for a 3.5m deeper ground floor projection, essentially infilling the area between the existing single storey rear projection and a first floor projection of 3.5m in depth set off 5.4m with the neighbouring property no.65 Parkside Drive. These respective elements would be broadly consistent with the parameters of the Residential Design Guidance which allow for a detached dwelling, a 4m deep single storey rear extension and 3m deep first floor rear extension when set 2m away from a neighbouring boundary. Whilst it is acknowledged the proposal relates to a demolition and rebuild, the principals of good design are still applicable and such enlargements could be realised through a householder planning application. In addition, as noted earlier, the extant permission allowed for a comparable footprint.

In respect of its mass, bulk and scale, this would largely resemble that of the extant scheme which was deemed acceptable. Its corner siting and recessed front building line would ensure its mass and bulk would not appear cramped or oppressive on the site. The proposed

2no. rear dormers would be visually contained within their respective roofslopes and are considered to feature as subordinate 'additions' in accordance with guidance.

In terms of its design, this shifts somewhat away from the approved scheme and more so from the existing mock-tudor style dwelling by articulating itself in a more contemporary fashion. However, the site specific circumstances which include, its corner location, recessed nature and contextual relationship to Edgwarebury Lane allow for this degree of variation without resulting in undue harm to the character of the area. The delegated report to the approved extant scheme noted the following in this regard:

"The existing property benefits from a catslide roof feature to the front façade. It is noted that this is a characteristic feature of the properties on Parkside Drive. The proposal would incorporate 2no. two storey bay windows to the front façade. Whilst not a characteristic feature of Parkside Drive, the close proximity of the application site to Edgwarebury Lane renders this design feature acceptable. Following an assessment of the dwellings on Edgwarebury Lane, it is noted that the character of these is relatively mixed, with several semi-detached and detached properties benefitting from two storey bay features. As such, it is not found that the changes to the front façade would appear out of character in the context of the surrounding area."

Officers in assessing this application concur with this view and consider that the new build would be well proportioned and of good design, even accepting the relatively large crown roof, adequately drawing references from neighbouring dwellings in the vicinity.

The incorporation of a basement level would largely exist beneath the footprint of the new dwelling, with the exception of two lightwells and an associated external staircase leading into the rear garden sited to the eastern flank of the dwelling and adjacent to Edgwarebury Lane. The submitted plans indicate the lightwells would be soft landscaped so as to acceptably integrate into the site and a condition could be imposed to secure the details of this landscaping. Moreover, the discreet siting of the lightwells and stairwell between the dwelling and perimeter fencing would ensure minimal, to no, visibility both from within and outside of the site and as such is not deemed to result in harm to the character and appearance of the site or locality.

The submitted planning statement notes that materials will reference those of the local character and a condition will be imposed to secure these details.

In summary, taking all material considerations into account, it is considered that the proposed development would acceptably integrate into the streetscene and wider locality.

Impact on the amenities of neighbours

To the south west, the application site shares a common boundary with No.65 Parkside Drive. This neighbour benefits from a single storey rear extension. Residential Design Guidance states the depth of a rear extension normally appropriate for a detached dwelling is 4m. At ground floor level, the proposed dwelling would extend approximately 3.3m beyond this neighbour's rear elevation and therefore well within the parameters of guidance. Furthermore, a separation distance of approximately 1m to the common boundary would be retained, therefore taking both these factors into consideration, it is not considered that harm would result to this neighbour as a result of this element.

At first floor level, the proposed rear building line would project for the same depth, however, would be inset so that it sits 5.4m away from the common boundary. Given the sizeable

separation distance of this element, it is not considered that this would result in an adverse impact in terms of a loss of light, outlook or overshadowing to occupiers of no.65.

No windows have been proposed on the flank wall of the proposed dwelling facing no.65, which would raise concerns of loss of privacy or overlooking and a condition can be imposed to safeguard this from occurring in the future.

It is not considered that the relationship with no.177 Edgwarebury Lane sited to the rear curtilage of the subject site would materially change and as such this aspect is considered acceptable.

In respect of the basement and associated lightwells and external stairwell, these would be sited to the eastern side of the plot adjacent to Edgwarebury Lane and therefore a considerable distance away from no.65, it is not considered that this would result in an adverse impact in terms of noise, disturbance or light spill.

In order to ensure that the proposal continues to have an acceptable impact on neighbouring amenity, the LPA will ensure a condition is attached removing permitted development rights Class A - E of Part 1, Schedule 2 of the General Permitted Development Order in order to allow the LPA to exercise over any future proposals.

Impact on the amenities of future residents

The proposed development would result in a 6-7 bedroom property, providing occupancy for up to 14 persons. The development would considerably exceed the minimum internal space standards for such a property in accordance with Table 3.1 of Policy D6 of the London Plan (2021) and the Sustainable Design and Construction SPD (2016). The proposed development also meets the minimum ceiling standards, providing sufficient headroom for future residents. All habitable rooms are to have adequate outlook and levels of light. A sizeable rear amenity area would be retained of approximately 380sqm well in excess of the requirement. The proposed development would thus provide an acceptable standard of living for any future residents.

Impact on Highways

Having assessed the development, highways deemed that the proposed development was acceptable subject to conditions.

Parkside Drive is a local residential road and is not located within a CPZ. In accordance with Policy DM17 of the local plan, the proposed new dwelling would attract a requirement of 2 parking spaces. The plans show two spaces to be accommodated within the existing front forecourt and the existing crossovers to be retained. The proposed provision is, therefore, in accordance with the requirements.

Cycle Parking:

Based on London Plan standards, a minimum of 2 cycle parking spaces are required. Cycle parking provision has been indicated to be located within the rear garden which is acceptable. Elevational details of the bin store will be secured via condition.

The proposed development is therefore considered to be acceptable and in accordance with the policy requirements of DM17 of the Development Management Policies DPD.

Refuse and Recycling:

A dedicated refuse and recycle store would be located along the side curtilage of the property adjacent to Edgwarebury Lane suitably accommodating the required bins. The Councils waste team have reviewed the provision and confirmed its acceptance. Details of the refuse store will be conditioned.

Impact on Trees

There are no trees on site subject to a tree preservation order. Within the approved extant scheme (19/6168/FUL), the Councils tree officer stated as follows:

'A mature apple/pear tree is growing in the rear garden. This tree is likely to be removed to accommodate the proposal. The loss of this tree will not have a significant impact on visual tree amenity in the local area, subject to replacement planting'.

A condition for replacement planting will therefore be secured by way of a condition.

The proposal retains the front green space courtyard and in addition provides additional soft landscaping areas to the front of the two projecting bays. It is considered that these aspects will assist in softening the visual appearance of the new dwelling and enhance its setting. Further details of the type and number of species will be secured via condition.

Ecological considerations

The proposal involves the demolition of the existing building on the site. As a result, the applicant has provided a Preliminary Roost and Nesting Bird Assessment (Acer Ecology February 2020) as well as a subsequently a Bat Survey Report by Eco Assistance (2022). The Councils Ecological Consultant has reviewed the information and advised that the information is sufficient to support the application. The ecologist has further advised that the recommendations made in the 'Conclusion and Recommendations' section of the Bat Survey Report are implemented. In the interests of retention and enhancement of biodiversity in accordance with Policy DM16, the implementation of the aforementioned recommendations will be attached to the permission.

Accessibility and Sustainability

The application scheme is required by the London Plan (2021) to meet Building Regulation requirement M4(2). The applicant has confirmed that the proposed development would meet this requirement, and a condition is attached to ensure compliance with this Policy.

In respect of carbon dioxide emission reduction and water consumption, relevant conditions will be imposed to ensure compliance with the London Plan standards.

Other matters

Thames Water have provided comments for this application, a brief summary is provided below:

-The proposed development is located within 15 metres of a strategic sewer. Thames Water requests that a piling method statement condition is applied to any approval.

-Surface water - Thames Water do not object if the developer follows the sequential approach.

-Sewage flooding - If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

-Waste Water Network and Sewage Treatment Works infrastructure capacity - No objection.

As recommended by Thames Water a condition for a piling method statement will be applied to any approval.

5.4 Response to Public Consultation

Mainly addressed in the report.

-Concerns over drainage

These is governed by other bodies. Thames Water comments raise no objections to the proposal.

-Concerns of subsidence

This is not a material planning consideration.

-Concerns of construction activities and associated traffic

The duration of construction activities would be temporary in nature. A Demolition and Construction Method Statement condition will be applied to mitigate and limit the impact during these phases.

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, the proposed development would have an acceptable impact on the character and appearance of the street scene and locality. The proposal is not considered to adversely impact neighbouring occupiers or the highway network. The application is therefore recommended for approval.

