

**Location** **585 Watford Way London NW7 3JG**

**Reference:** **22/4293/FUL** Received: 22nd August 2022  
Accepted: 23rd August 2022

Ward: Mill Hill Expiry 18th October 2022

**Case Officer:** **Stephen Volley**

Applicant: Ms JESSICA OSARETIN INEGBENIKI

Proposal: Demolition of the existing dwelling and erection of a two storey detached building with basement level and accommodation in the roof space to provide 6no. self-contained dwelling. Associated parking, cycle/refuse and recycling storage

### **Preamble**

This application was presented to planning committee on Wednesday 14<sup>th</sup> December 2022, and deferred for a site visit. The report and Officer's recommendation remain unchanged.

### **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:

The location plan  
585WW-PP1-01 - Proposed Block Plan  
585WW-PP1-02 - Proposed Ground Floor Plan  
585WW-PP1-03- Proposed Floor Plans  
585WW-PP1-04 - Proposed front elevation / street elevation  
585WW-PP1-05 - Proposed elevations  
585WW-PP1-06 - Proposed Tree  
Planning Statement  
Preliminary Bat Assessment (July 2022)  
Tree Survey (August 2022)

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core

Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies D3, D4, D5 and D6 of the London Plan 2021.

- 4 No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection measures shown on the approved tree protection plan (22\_5837\_05\_60\_TPP\_v1) have 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.

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.

- 5 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.

- 6 Prior to occupation of the development the proposed parking spaces and access to the parking area from the public highway as shown in Drawing No. 585WW-PP1-01 shall be provided. The access to the parking spaces shall be maintained at all times. The parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that the free flow of traffic and highway and pedestrian safety on the adjoining highway is not prejudiced 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 and policy T6 of the London Plan 2021.

- 7 Details of cycle parking including the type of stands, gaps between stands, location and type of cycle store proposed shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, before the development hereby permitted is occupied, 12 (long stay) cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of cycles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles 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 and Policy DM17 of Development Management Policies (Adopted) September 2012 and policy T5 of the London Plan 2021.

- 8 a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:
- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
  - ii. site preparation and construction stages of the development;
  - iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;

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

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

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

- 9 Prior to occupation of the development, details of refuse collection must be submitted to and approved in writing by the Local Planning Authority. Refuse collection points should be located within 10 metres of the Public Highway, at ground floor level, otherwise, the development access needs to be designed and constructed to allow refuse vehicles to access the site and turn around within the site, including access road construction to be designed in accordance with the Council's adoptable standards.

Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and 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.

- 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 all units at ground floor level are 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

- 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 SI5 of the London Plan 2021.

- 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), Policy SI2 of the London Plan 2021.

- 13 No flat shall be occupied until the following details have been submitted to and approved in writing by the Local Planning Authority, and have been installed in their entirety; details of privacy screens to adequately screen the private amenity areas/balconies associated with the development, The screens shall be permanently retained as such thereafter. Balcony screening shall be obscured glazed to a height of 1.7 metres.

Reason: To safeguard the privacy and amenities of occupiers at the development and of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

- 14 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).

- 15 The development shall be implemented and thereafter maintained in accordance with the recommendations made within the preliminary bat assessment dated June2022

Reason: To ensure that any protected species present are not adversely affected

by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012); the Sustainable Design and Construction SPD (adopted October 2016); and Policy G6 of the London Plan 2021.

16 a) No development other than demolition works 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 the London Plan 2021.

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

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

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D4, D5, D8 and G7 of the London Plan 2021.

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

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

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012); CS14 of the Adopted Barnet Core Strategy DPD (2012); and Policies D6 and SI7 of the London Plan 2021.

19 a) No development shall take place until a scheme of proposed noise mitigation measures against externally generated traffic/mixed use noise has been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure the amenities of occupiers are not prejudiced by traffic/mixed use noise in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016), and Policies D13 and D14 of the London Plan 2021.

20 a) No site works or works in connection with the development hereby approved shall be commenced until a Biodiversity Net Gain Assessment (BNG) using an appropriate Defra Biodiversity Metric to ensure 10% biodiversity net gain has been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and thereafter maintained in accordance with the approved details.

Reason: To ensure that any protected species present are not adversely affected by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012); the Sustainable Design and Construction SPD (adopted October 2016); and Policy G6 of the London Plan 2021.

21 a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 20% of the car proposed parking spaces to be provided with active Electric Vehicle Charging facilities and a further additional 4 of the proposed car parking spaces to be provided with passive Electric Vehicle Charging facilities.

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

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy T6.1 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. A pre-application advice service is also offered. 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 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 Refuse collection points should be located within 10 meters of the Public Highway. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department.
- 5 As a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway. To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to

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

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

- 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 licenses please contact the council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email [highwayscorrespondence@barnet.gov.uk](mailto:highwayscorrespondence@barnet.gov.uk)
- 8 The Air Quality reports required under the Environment Act 1995 have highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.  
For developments that require an air quality report; the report should have regard to the air quality predictions and monitoring results from the most recent Review and Assessment report available from the LPA web site and Air Quality England. The report should be written in accordance with the following guidance : 1) Environmental Protection UK and IAQM Guidance: Land-Use Planning and Development Control: Planning for Air Quality, (Jan 2017); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(16); 4) London Councils Air Quality and Planning Guidance (2007); 5) Mayor of London's Supplementary Planning Guidance for Sustainable Design and

Construction (2014); 6) Section 6.2 of the Technical Guidance Note D1 (Dispersion) 'Guidelines on Discharge Stack Heights for Polluting Emissions' 7) The control of dust and emissions from construction and demolition, Best Practice Guidance London Councils, 2006; 8) The Control of Dust and Emissions during construction and demolition supplementary planning guidance July 2014; 9) Air Quality Neutral Planning Support Update April 2014 and 10) Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014

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

## 9 Construction Method Statement

The submitted Construction Method Statement shall include as a minimum details of:

- o Site hoarding
- o Wheel washing
- o Dust suppression methods and kit to be used
- o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
- o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
  
- o For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

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

- 10 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development
- 11 The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide "working near our assets"™ to ensure your workings are 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](mailto: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

## **OFFICER'S ASSESSMENT**

### **1. Site Description**

The site is located on the corner of Watford Way and Russell Grove. The host property fronts Watford Way and is known as 585 Watford Way, it benefits from vehicular access from Russell Grove and pedestrian access from Watford Way.

The site comprises a garden to the side of the existing dwelling. The Watford Way frontage comprises dense tree screening.

The surrounding area is residential in character. It contains predominantly detached properties. The site does not contain any listed buildings is not located within a Conservation Area and no protected trees are located within or surrounding the application site.

The site has a PTAL of 2, indicating a relatively poor level of accessibility by public transport.

### **2. Site History**

Reference: 18/3648/LIC

Address: 585 Watford Way, London, NW7 3JG

Decision: Exempt

Decision Date: 2 July 2018

Description: Installation of telecommunication support pole, antenna and 2no microwave dish. Installation of ancillary equipment and 500mm retaining wall.

Reference: 18/3650/LIC

Address: 585 Watford Way, London, NW7 3JG

Decision: Application Returned

Decision Date: No Decision Made.

Description: Pre-Planning Application Consultation. Proposed Installation of telecoms apparatus at Watford Way Barnet NW7 3JG.

Reference: 15/06071/192

Address: 585 Watford Way, London, NW7 3JG

Decision: Lawful

Decision Date: 28 October 2015

Description: Use of one room of dwelling house as office for mini cab administrative purposes

Reference: W02204D/01

Address: 585 Watford Way, London, NW7 3JG

Decision: Withdrawn

Decision Date: 28 February 2003

Description: Construction of front and side boundary fence.

### **3. Proposal**

Planning permission is sought for the demolition of the existing dwelling and erection of a two storey detached building with basement level and accommodation in the roof space to provide 6no. self contained dwellings. The accommodation schedule is as follows:

Unit 1 (ground): 4bed 8person (2storey)

Unit 2 (first): 2bed 3person

Unit 3 (first): 2bed 4person

Unit 4 (first): 3bed 4person

Unit 5 (second/loft): 1bed 2person

Unit 6 (second/loft): 2bed 4person

Private amenity space is provided for units 1-4 with all units having access to a communal garden. To facilitate the development a Lawson Cypress tree is to be removed and replaced by the same specimen in the communal garden area. The existing soft and hard landscaping, including tree screening around the boundary is to be retained and enhancement as appropriate.

A total of 5 on plot car parking spaces are proposed, including 1no. disabled space. The existing access off Russell Grove is to be utilised with an additional access proposed to provide direct access to the disabled space.

### **4. Public Consultation**

Consultation letters were sent to 26 neighbouring properties. In response, 8 letters have been received raising the following objections

- Inappropriate in the context of Russell Grove and does not improve the character or quality of the area
- Visual impact due to poor design, oversized windows
- The entrance will be via Russell Grove, NW7. There are no flats in Russell Grove only detached houses.
- Overdevelopment
- Increased traffic, creating road safety issues
- Parking stress and danger to other road users, occupants and pedestrians
- Impact adversely on the amenity of nearby residents, noise, pollution, loss of daylight and sunlight
- Hard and soft landscaping in the proposal is wholly inadequate
- Too large with too many cars
- Loss of mature tree
- disruption and disturbance to neighbours during development.
- Flats in Russell Grove would be unprecedented all houses are detached
- Application site is materially different to other sites benefitting from flatted development

### **5. Planning Considerations**

## 5.1 Policy Context

### National Planning Policy Framework and National Planning Practice Guidance

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

The National Planning Policy Framework (NPPF) was published on 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 London Plan 2021 was adopted on 02 March 2021 and is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out. 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 relevant London Plan (2021) policies are as follow:

D1, D2, D3, D4, D5, D6,D7, D8, D10, D11; D12; D14; H1; H3; H4; H5; H6; H7, H10; S2; S4; G5; G6; SI 2; SI 3; SI 5; SI 7; SI 12; SI 13; T1; T3; T4; T6; T6.1; HC1.

### Barnet's Local Plan (2012)

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

-Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS6, CS9, CS13, CS14, CS15

-Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM10, DM11, DM17

### Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan -Reg 22 - Submission was approved by the Council on 19th October 2021 for submission to the Secretary of State. Following submission the Local Plan will now undergo an Examination in Public. The Reg 22 document sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. It represents Barnet's draft Local Plan.

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

#### Supplementary Planning Documents

Residential Design Guidance SPD (October 2016)  
Sustainable Design and Construction SPD (October 2016)  
Planning Obligations SPD (April 2013)

### **5.2 Main issues for consideration**

The main issues for consideration in this case are:

- Principle of development
- Character and appearance
- Whether harm would be caused to the living conditions of neighbouring residents
- Whether adequate amenity would be provided for future occupiers
- Impact on highway
- Impact on Trees, Landscaping and Biodiversity
- Provision of refuse and recycling storage

### **5.3 Assessment of proposal**

#### **Principle of development**

The existing building has no particular designation and there would be no objection in principle to its demolition, subject to the provision of residential accommodation and its replacement with a high-quality building.

The proposal would comprise a flatted use to replace the existing single dwellinghouse. The Council recognises that flat developments can make an important contribution to housing provision, in particular smaller units and that they can make more efficient use of urban land, however they normally involve an intensification of use creating more activity and can adversely affect the appearance of a street through, for example, the provision of car parking and refuse facilities, that can have an unacceptable impact on the established character of an area. These issues are dealt with in the main body of this report.

In this instance, weight is given to the presence of flatted uses within the local area. The applicant has highlighted examples at 613, Watford Way, No. 137 Mill Way, 104 Mill Way and 587 Watford Way, which are situated on the adjacent corners with Watford Way and have either been the subject of conversions to flats or redeveloped as purpose-built flats. Officers accept that this would provide a precedent for a flatted use in this location.

For all the above reason the principle of redeveloping this site to provide 6no. self-contained

units is considered acceptable.

## **Character and Appearance**

Paragraph 126 of the National Planning Policy Framework (2021) states:

"The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. 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. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process."

Paragraph 130 of the National Planning Policy Framework (2021) states:

"Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users (46); and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

The development plan for Barnet comprises the Barnet's Core Strategy DPD (2012) and Barnet's Local Plan (Development Management Policies) Development Plan Document (2012)

Policy CS5 of Barnet's Core Strategy DPD (2012) states that the Council will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high-quality design. Policy DM01 of Barnet's Local Plan (Development Management Policies) Development Plan Document (2012) states that: "Development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets."

The area is predominantly residential with large single-family dwellings, some of them well screened by trees, but most with open frontages and hard surfaces for car parking. While a number of consistent characteristics are evident along Russell Grove, Mill Way and Weymouth Avenue, comprising in the main detached properties, with projecting bays, hipped roofs with projecting gable ends and steep pitched roofs, the built form along Watford



Way is large in scale comprising substantial houses, blocks of flats and converted properties as well as HMOs.

The intention of the design is to take inspiration from the surrounding area. To achieve this, the overall scale of the proposed building, including the width, depth, and roof form, sits comfortably within its plot without breaching the established front building line along Russell Grove or Watford Way. The rear building line along Russel Grove is already breached by the existing building that currently extends beyond the first floor rear extensions of No. 14 and No. 16. The proposed building will better align with this building line and be more in keeping with the shape and orientation of its immediate neighbours. The triangular shape of the site and its corner plot position gives greater flexibility to these issues and greater scope for a stepped first floor rear extension.

A separation distance of 3.3metres to the boundary with No.16 will prevent any sense of enclosure that may otherwise occur. It is to be noted that gaps between buildings throughout Russell Grove are minimal, in many cases less than 1m at the ground and first floors, with many buildings extending up to the boundary line.

To ensure that the overall design concept follows the character and appearance of the surrounding area both the northern and southern parts of the proposal have been set back between 3.5m and 4.2m from the main front elevation to provide a sense of subordination. The three-storey front gables respond to the scale and design of existing flatted development located north of the application site along Watford Way while the variation in roof form match those in Russell Grove, particularly the neighbouring properties. The facing brickwork proposed under a black slate roof with black aluminium framed windows and doors will add visual interest to the building and street scene generally.

The principle elevation is orientated towards Russel Grove whereas the existing arrangement faces Watford Way. In order to achieve high quality inclusive design this arrangement is preferred by Officers as the design and fenestration detailing of the existing principle elevation is lost to the dense foliage along the boundary to Watford Way. The orientation towards Russel Grove will enhance the prevailing characteristics of this street scene.

The proposed lightwells serving the basement are located at the rear of the building and will not be readily visible from the street scene due in the main to landscaping and boundary treatment, which will help to soften their appearance. They will also provide a visual buffer to avoid any adverse impact caused to the amenity of neighbouring properties. The provision of additional living space at basement level and its internal arrangement raises no design concerns.

Following the advice of Officers particular attention has been given to distance from boundaries and adjoining properties, roof design, overall heights, internal layouts and elevation design in order to break up overall mass and introduce architectural features prevalent within the immediate context.

Overall, the proposal is well-designed and enables an efficient redevelopment of an existing residential plot. The proposal is policy compliant in design terms and would bring forward high quality inclusive design in a sustainable location.

## **Neighbouring Amenity**

Section 12 of the National Planning Policy Framework (2021) sets out guidance for 'achieving well-designed places'. This includes in Paragraph 130 of the Framework states that planning policies and decision should ensure that development "...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users..." (part f)

Policy D3 of the 2021 London Plan seeks to deliver appropriate outlook, privacy and amenity through a design led approach.

Policy CS5 of the LB Barnet; Local Plan (Core Strategy) DPD (2012) and Policy DM04 of the LB Barnet; Local Plan (Development Management Policies) DPD (2012) seek to protect and enhance Barnet's character and identify the environmental considerations for development. Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Barnet's Residential Design Guidance SPD (2016) and Sustainable Design and Construction SPD (2016) sets out guidance. Section 2.14 of The Sustainable Design and Construction SPD identifies noise as having a significant effect on the quality of life and seeks mitigation measures to manage and minimise potential impact.

The Residential Design Guidance SPD states that to mitigate overlooking between residential units, the minimum distance between windows serving habitable rooms should be 21 metres and that there should be a distance of 10.5 metres between a new development and a neighbouring garden. In addition, new development should ensure that there is no material loss of visual amenity including a sense of enclosure.

Given the siting on the corner of Watford Way and Russell Grove the potential for any impacts on residential amenity is limited to the adjacent property at No.16 Russell Grove. To protect the amenity of this neighbouring dwelling the building is stepped in height with the central two storey element at the rear elevation being 8m from the side elevation of No.16 Russell Grove. Given this separation distance and the fact that the application site is located to the north, it is unlikely that the proposal will have a detrimental impact on the amenities of this neighbouring property in terms of loss of sunlight / daylight and outlook. This is confirmed in drawing number 585WW-PP1-03 (proposed floor plans), which shows that the proposed building will not encroach on a 45 degree line drawn from the first floor rear facing window of No.16. Additionally, to avoid overlooking there are no windows proposed on the side elevation above ground floor level. To prevent any direct overlooking from the proposed balconies at 1st storey level the proposed balustrade will be obscure glazed to a height of 1.7 metres, and this will be secured by a planning condition.

Overall, it is considered that subject to the aforementioned condition, the proposed development would not compromise the amenity of the adjoining neighbours.

### **Living standards for future occupiers**

London space standards contained in the London Plan (2021) and Section 2.1 of the Sustainable Design SPD (Oct 2016) set out the minimum gross internal area (GIA) space requirements for residential units. A bedroom measuring 11.5m<sup>2</sup> and above is calculated as a two-person room.

Internal Space Standards:

The proposed units are measured as follows:

Unit 1 (ground): 4bed 8person (2storey) - 407m<sup>2</sup> provided / 124 m<sup>2</sup> required  
Unit 2 (first): 2bed 3person - 67m<sup>2</sup> provided / 61m<sup>2</sup> required  
Unit 3 (first): 2bed 4person - 70 m<sup>2</sup> provided / 70m<sup>2</sup> required  
Unit 4 (first): 3bed 4person - 87m<sup>2</sup> provided / 74m<sup>2</sup> required  
Unit 5 (second/loft): 1bed 2person - 53m<sup>2</sup> provided / 50m<sup>2</sup> required  
Unit 6 (second/loft): 2bed 4person - 87m<sup>2</sup> provided / 70m<sup>2</sup> required

All proposed units exceed the minimum internal space standards stated above.

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

- Single bedroom: minimum area should be 7.5 m<sup>2</sup> and is at least 2.15m wide;
- Double/twin bedroom: minimum area should be 11.5 m<sup>2</sup> and is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

All proposed bedrooms meet the above standards.

Floor to ceiling height:

Policy D6 of the London Plan (2021) states that a minimum ceiling height of 2.5 metres is required for at least 75% of the GIA of each dwelling.

The appropriate ceiling height has been achieved throughout in compliance with the above standard. The proposed loft plan (drawing number 585WW-PP1-03) for units 5 & 5 confirms 80% GIA compliance, which exceeds the standard.

Light/outlook:

Barnet's Sustainable Design & Construction SPD (Oct 2016) section 2.4 states that glazing to all habitable rooms should not normally be less than 20% of the internal floor area of the room and that bedrooms and living rooms /kitchens should have a reasonable outlook with clear glazed windows. It is considered that the combination of rooflights, dormer windows and dual aspect windows proposed to main habitable rooms would provide the acceptable level of outlook and daylight / sunlight provision required for future occupiers.

Private Outdoor Amenity Space:

Section 2.3 of the Sustainable Design & Construction states that for flats, 5m<sup>2</sup> of usable amenity space should be provided per habitable room. Any room at 20m<sup>2</sup> or above is calculated as two habitable rooms.

Para. 2.3.1 of the SPD sets out the options for outdoor amenity space -'For flats, options include provision communally around buildings or on roofs or as balconies. Whatever option is chosen it must be usable'.

Paragraph 8.2 of the Residential Design Guidance SPD (2016) states that:

'Private amenity space for the exclusive use of building occupants is a highly valued asset. Sufficient, functional amenity space should therefore be provided for all new houses and flats wherever possible'.

With a total of 35 habitable rooms being proposed (inclusive of the 11 rooms exceeding

20m<sup>2</sup>) the minimum standard for outdoor amenity space equates to 175sqm. Unit 1 on the ground floor comprises private amenity space in the form of a garden measuring 161m<sup>2</sup>. Units 2, 3 and 4 comprise private amenity space in the form a balconies. Units 2 and 4 have balconies equating to 4m<sup>2</sup>, which falls marginally under the minimum provision of 5m<sup>2</sup>. Unit 3 comprises two balconies equating to 16m<sup>2</sup>. Units 5 and 6 have no private amenity space.

Although the private amenity space afforded to units 2 and 4 falls marginally below minimum standard, and units 5 and 6 are afforded no private space, the deficit is offset by the communal garden space at the rear of the application site, which amounts to 312m<sup>2</sup>. Para. 2.3.1 of the SPD sets out the options for outdoor amenity space -'For flats, options include provision communally around buildings or on roofs or as balconies. Whatever option is chosen it must be usable'. As the communal area is usable and attractively laid out for the use of all occupiers Officers consider the quantity and quality of the outdoor amenity space being proposed to be acceptable and policy compliant.

Environmental Health officers have been consulted and raise no objection subject to conditions requiring acoustic mitigation measures from the noise and disturbance created by vehicular movement on Watford Way.

Based on the above, it is considered that the proposed development would provide a high standard of accommodation for the future occupiers.

## **Highway Impacts**

Paragraph 111 of the National Planning Policy Framework (2021) states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the maximum parking standards that the Council will apply when assessing new residential developments.

The application seeks to demolish the existing 1x 4bed single family dwelling with 2x off-street car parking spaces and construct a new building in order to accommodate 6x self-contained dwellings (1x 4bed, 1x 3bed, 3x 2bed and 1x 1bed) with the provision of 5x off-street car parking spaces (including 1 disabled space). A total of 12 secure cycling parking spaces are proposed.

The existing vehicular and pedestrian access off Russell Grove is to be retained. A further access, providing direct access to a disabled space is also proposed off Russell Grove. Highway officers have been consulted and raise no objections to this access arrangement, subject to appropriate visibility splays, a minimum gap of 2.4m between crossovers and an access width of 2.4-4.2m, which have all been achieved.

In line with requirements set out on Policy DM17 of the Barnet Local Plan, the required off-street car parking provision is 8 spaces. This means that the proposed is an under provision of 3 spaces when considered against this local plan policy standards. The site lies within a PTAL 2 zone which means that there is poor public transport accessibility to and from the site. Russell Grove is relatively wide and with low traffic, both pedestrian and vehicular.

There is a Controlled parking zone (CPZ) in operation on streets surrounding the site but this is only in effect for 1 hour between 11am-12pm (Zone E). In such circumstances a parking survey is required to ascertain parking stress within the vicinity of the site, which has not been provided.

Notwithstanding the above, Policy T6.1 of the recently adopted London Plan (2021) states that new residential development should not exceed maximum parking standards set out in the plan. As identified in Table 10.3 (maximum residential parking standards) the parking requirements for a development comprising 1 and 2 bedroom units in an outer London authority area with a PTAL rating of between 2-3 should provide a maximum of 'Up to 0.75 spaces per dwelling'. The parking requirements for a development comprising 3+ bedroom units in an outer London authority area with a PTAL rating of between 2-3 should provide a maximum of 'Up to 1 space per dwelling'. Based on the above standards the proposed development must not exceed 5 spaces ( $4 \times 0.75 = 3 + 2 \times 1 = 5$ ). With a maximum of 5 on plot car parking spaces being proposed the application complies with London plan parking standards.

The local plan parking standards set out in DM17 were adopted in 2012. As the London plan parking standards in policy T6.1 were adopted more recently in 2021, Officers consider that more weight should be afforded to this policy, making the number of spaces proposed policy compliant, without the need for a parking stress survey.

Based on the above, it is considered that the proposed development would not compromise highway or pedestrian safety along Russell Grove or Watford Way and is London Plan policy compliant in terms of providing maximum parking.

## **Arboricultural and Ecological Impact**

Paragraph 170 of the NPPF states that Planning policies and decisions should contribute to and enhance the natural and local environment. London Plan policy G7 states that Development proposals should ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees.

Policy DM01 of the Adopted Barnet Development Management Policies will be required to include hard and soft landscaping that contributes positively to biodiversity and adequately protects existing trees and their root systems. The policy continues to set out that trees should be safeguarded and that when protected trees are to be felled, they will require replanting with a suitable size and species of tree Core Strategy Policy CS7 seeks to maintain and improve the greening of the environment through the protection of trees.

### **Ecology:**

The proposal seeks the demolition of the existing building and the redevelopment of the site with additional land take. As such, the ecology officer has been consulted and raises no objections on ecological grounds as the findings of the Preliminary Bat Assessment (Astute Ecology, June 2022) did not assess the building as having suitability for roosting bats. The Preliminary Bat Assessment report revealed that the vegetation and buildings on site had the potential to support nesting birds and any works would need to avoid the nesting bird season (March 1st to August 31st) inclusive. The PEA report also stated that surrounding area and landscape had low potential to support foraging and commuting bat. Therefore, the recommended low impact lighting measures will be required as part of the proposed

works to ensure that any artificial lighting will not negatively impact any foraging or commuting bats along the boundary trees/vegetation of the site.

The provision of species enhancement measures within the recommendations of the submitted PEA and PRA, are welcomed. They include the following:

-1x Generalist Schwegler 1B nest boxes (with a 32mm entrance)

-1 x Artificial bat boxes/bricks/tube placed high up on the south/eastern elevation on a site building/trees

**Biodiversity Net Gain:**

No Biodiversity Net Gain calculation and assessment has been submitted with the application. In the absence of a BNG assessment it cannot yet be determined if the proposed works will result in a net gain, no net loss or net loss in biodiversity. The requirement for developments to ensure 10% biodiversity net gain is due to come into force as of winter 2023 as outlined in Schedule 14 of the Environment Act 2021. The requirements for developments to seek measurable biodiversity net gains is further outlined with National Planning Policy Framework (Section 180) and the London Local Plan 2019 (Policy G6).

As recommended by the Ecology officer, a Biodiversity Net Gain Assessment (BNG) using an appropriate Defra Biodiversity Metric will need to be submitted prior to commencement of development and this can be secured by a planning Condition.

**Trees and landscaping:**

There are significant mature trees on site, especially towards Watford Way, Russell Grove and at the rear of the site, along the boundary with no.1 Weymouth Avenue. These trees are an important site feature. As stated in the Arboricultural Impact Assessment, only one tree is proposed to be removed as the footprint of the proposed building will encroach into the root protection area. All other trees can be retained and protected throughout the demolition and construction process. The tree to be removed is a Lawson Cypress. It is not protected by a tree preservation order and no objections to its removal have been made by the Arboricultural Officer as a like for like replacement is proposed within the communal garden.

The existing site is largely paved and the proposal will incorporate significant soft landscaping, with permeable paving in the driveway and parking areas. The Arboricultural Officer has advised that any future planting schedule for the amenity lawn consist of a ratio of 70/30 native grass to flowering plants as such flowering plant species and grasses provide high value to pollinating insects including bees and butterflies. It is recommended that hedge and tree planting should consist of berry producing shrub species such as hawthorn, blackthorn, spindle, field maple, hazel, and hornbeam. All these measures can be secured by condition.

**Conclusion:**

Subject to a suite of planning conditions being imposed to enhance landscaping measures and to mitigate against potential impact on Ecology & Biodiversity, Officers consider the application to be acceptable.

**Refuse and Recycling**

Refuse and recycling storage will be provided in accordance with Barnet's Recycling and

Waste Guidance, 2021. The refuse store is located along the Watford Way frontage, in a sympathetic location, with a policy compliant short drag distance to the roadside.

### **Surface water run off**

The application site is not susceptible to flooding. The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Thames water have been consulted and raise no objection subject to the developer following the sequential approach to the disposal of surface water contained in the informative.

### **5.4 Response to Public Consultation**

Concerns raised have been addressed above in the assessment of the proposal with the conclusion being that the redevelopment of the site has been carefully conceived to prevent adverse impact on the character and appearance of the area, neighbouring amenity and highway safety. Through replacement tree planting, soft landscaping measures and ecological improvements the application site will see a net gain, while softening the impact of the development. Planning conditions are to be attached to the permission to mitigate against noise and disturbance during the demolition of the existing building, as well as controlled working hours, however it is accepted that there will be disruption and disturbance to neighbours during development.

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

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

### **7. Conclusion**

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers nor future occupiers. The proposal is not considered to harm highway safety and will replace and enhance existing landscaping features.

This application is therefore recommended for APPROVAL, subject to conditions.

# Location Plan

