

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 5 a) No development or site works shall take place on site until a 'Demolition & Construction Method Statement' has been submitted to and approved in writing by, the Local Planning Authority.

The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.

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

Reason: In the interests of highway safety 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 April 2013) and Policy 5.21 of the London Plan (2015).

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

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

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

- 7 a) No development other than demolition works shall take place until details of all extraction and ventilation equipment to be installed as part of the development, including a technical report have been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

- b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced 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 Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

- 9 a) No development shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally and externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from road traffic, any proposed mechanical plant and internal noise generation; as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and 7.15 of the London Plan 2015.

- 10 a) Development shall not begin until a scheme for protecting the proposed development from vibration, has been submitted to and approved in writing by the Local Planning Authority.

The vibration protection scheme shall include such combination of land separation, vibration control techniques and other measures, as may be approved by the Local Planning Authority, in the light of current guidance on vibration levels. The said scheme shall include such secure provision as will ensure that it endures for so long as the development is available for use and that any and all constituents parts are

repaired and maintained and replaced in whole or in part so often as occasion may require.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic vibration in the immediate surroundings.

- 11 a) Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority.

It shall have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

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

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and Policy 5.3 of the London Plan 2015.

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

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

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and Policy 5.3 of the London Plan 2015.

13 a) Before the development hereby permitted is first occupied, details of privacy screens to be installed shall be submitted to and approved in writing by the Local Planning Authority.

b) The screens shall be installed in accordance with the details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012), the Residential Design Guidance SPD (adopted April 2013) and the Sustainable Design and Construction SPD (adopted April 2013).

14 The property shall be used as self-contained units as shown in the hereby approved drawings under Class C3(a) and no other purpose (including any other purpose in Class C3 or C4 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

15 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).

16 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

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

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

18 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 6 % in carbon dioxide emissions when

compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 19 The materials to be used in the external surfaces of the building(s) shall match those indicated on the proposed drawings.

Reason: To safeguard the visual amenities of the building and surrounding area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

Informative(s):

- 1 In accordance with paragraphs 186 and 187 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 For any changes to the vehicle access the applicant must submit an application under Section 184 of the Highways Act (1980). The proposed access design details, construction and location will be reviewed by the Development Team as part of the vehicle access application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant. Any redundant crossovers will be reinstated to footway level.

To receive a copy of our Guidelines for Developers and an application form Traffic & Development Section - London Borough of Barnet, Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

- 3 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health

developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £13510.00 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £52110.00 payment under Barnet CIL.

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

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

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

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

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

Relief or Exemption from CIL:

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

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

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

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

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

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

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

- 4 Any highway approval as part of the planning process for the provision of a new access or alteration to an existing access is subject to detailed survey and site investigation by the Highway Authority as part of the application for access/crossover under Highways Act 1980. The applicant is advised that an application under the Highways Act (1980) will need to be submitted for any works proposed on public highway to facilitate the development. The works on public highway shall either be carried out under S184 or S278 of the Highways Act (1980). As part of the application, the applicant shall submit proposed design and construction details to Development Team for approval. The applicant is also advised that any consequential damage to public highway as a result of the development proposal shall be borne by the applicant.
- 5 The applicant is advised that Station Road is Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Environment and Operations Directorate should be consulted in this respect.
- 6 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

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

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

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

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

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

- 7 The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has 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 Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance: Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007).

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.

Officer's Assessment

1. Site Description

The application site relates to an 8 storey office building with large plant room structure on top of the existing flat roof, this extends an additional 4.4m higher than the main flat roof of the building. The building has a main frontage building facing towards Station Road which appears as eight storeys in height as the building goes back into the site the height then steps down by two storeys. The site situated on the south side of Station Road close to the New Barnet Town Centre and New Barnet train station. It lies between Comer House and Kingmaker House, both substantial buildings of similar height to Groupama House. The site is not listed, nor does it lie within a conservation area.

Prior notification has been approved to convert the existing office block into residential accommodation. This is currently underway and nearing completion.

2. Site History

Reference: 15/07101/FUL

Address: Groupama House, 17 Station Road, Barnet, EN5 1NW

Decision: Approved subject to conditions

Decision Date: 19 January 2016

Description: Changes to fenestration to all elevations

Reference: 16/0875/FUL

Address: Groupama House, 17 Station Road, Barnet, EN5 1NW

Decision: Pending Consideration

Decision Date: No Decision Made.

Description: Construction of a three-storey rear/roof extension comprising of sixth, seventh and eighth floors to provide additional 7no self-contained units all with private balconies and with a communal roof terrace and a glazed connecting corridor into the existing sixth floor

Reference: 14/07557/FUL

Address: Groupama House, 17 Station Road Barnet EN5 1NW

Decision: Withdrawn

Decision Date: 24.06.2015

Description: Alterations and extensions to existing building involving two storey rear extension at 6th and 7th floor levels and side and rear extension including associated roof terrace at 8th floor level, addition of balconies at 1st - 7th floor levels to facilitate conversion into 37 residential units (14x1-bed; 21x2-bed;and 2x3-bed) and 85sqm of class B1 office use, 37 parking spaces, associated cycle parking, refuse storage and amenity space

Reference: 15/03166/PNO

Address: Groupama House, 17 Station Road, Barnet, EN5 1NW

Decision: Prior approval Required and Refused.

Decision Date: 16.07.2015

Description: Change of use from Class B1 (Office) to Class C3 (108 Residential Units)

Reason for refusal: The proposal would result in an increased demand for on street parking which would lead to increased kerbside parking, resulting in a detrimental impact

on highway and pedestrian safety contrary to policy DM17 of the Adopted Barnet Development Management Policies DPD 2012.

Reference: 15/04756/PNO

Address: Groupama House, 17 Station Road, Barnet, EN5 1NW

Decision: Prior Approval Required and Approved

Decision Date: 09.09.2015

Description: Change of use of ground to 5th floor (Inclusive) and part of 6th and 7th floor from Class B1 (Office) to Class C3 (Residential) (36 Units)

3. Proposal

Conversion and extensions of an existing plant room at eighth and ninth floor levels at Groupama House to facilitate 2no.self-contained units with associated balconies.

The proposal will have an overall height of 34.807m compared to the existing height of 34.085m. The proposal will be set in from both sides of the existing building by 1.5m and set back from the front building by a minimum of 1.5m. Due to the existing staggered front building line of the block in part the proposal will be set back from the front by 2.26m. On the side with Kingmaker House, the new building line will be set further in than the existing plant room. To the side with Comer House the proposal extend approximately 3m closer. The proposal will have a flat roof and will incorporate a lift shaft and stair core.

The proposed extension will have a width of 17.4m and maximum depth of 16.5m extending the depth of the roof above the 8 storey element of the existing building. To the rear the building then steps down by two storeys. The proposal will not extend on top of this element of the existing building.

The proposal seeks to use a curtain walling system.

The proposal results in 2 x 2 bedroom units. Each unit will have an internal floor area of 100sqm with 2 x bathrooms. Both bedrooms and the living dining area of both units will benefit from recessed balconies with glazed balustrade.

The terraces for each flat will have a combined area of approximately 14.9m².

2 additional parking spaces are to be provided in the existing car parking area.

4. Public Consultation

Consultation letters were sent to 197 neighbouring properties.

9 responses have been received, comprising 9 letters of objection.

The objections received can be summarised as follows:

Loss of amenity - loss of sunlight, loss of privacy, loss of light, overlooking.

Impact on character - additional height is out of character.

Impact on quiet enjoyment of gardens.

Unsure what will happen to the existing plant room.

Increased traffic and parking demand.

No consideration for the bigger picture of what is happening in Barnet. Decisions are made in isolation.

Castle House, Groupama House and Kingmaker House have all been granted permission to be converted.

Parking that has been proposed is insufficient.

1 and 2 bedroom units are not required as highlighted in Barnet study.

Impact on local infrastructure - schools, hospitals. Schools are already over-subscribed.

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 27 March 2012. 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 2016

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

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

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, DM05, DM08, DM17.

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

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted April 2013)

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

New Barnet Town Centre Framework (adopted November 2010).

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents.
- Whether harm would be caused to traffic and parking in the surrounding area.
- Environmental health considerations.

5.3 Assessment of proposals

Impact on the character of the area

The 2012 National Planning Policy Framework states that 'the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'.

In addition to the NPPF, Policy CS5 of the Core Strategy 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'. In addition to this, Policy DM01 of the Council's Development Management Policies 2012 states that 'development proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets' development (should) demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused'.

Planning permission is sought to provide two additional storeys to the existing office block. The building as existing has a large plant building on the existing flat roof this will be converted as part of the proposal. As a result of this feature the existing building already extends higher than the two neighbouring buildings. Although the overall height and bulk of the rooftop extension will be larger than the existing plant room it is considered that given the subordination as a result of the the set back from the front building line and and from the two sides, the use of materials and the limited views the proposal is considered to be acceptable.

The proposal has been amended since its initial submission to set the roof top extension in 1.5m from either side and 1.5m from the front building line to ensure the proposal appears as a subordinate feature within the street context. The use of glazed walling for the roof top extension will also assist in ensuring it appears as a subordinate feature. The use of glazed walling system is comparable to the neighbouring building and the recent approval at Castle House.

Given its appearance, its lightweight construction material and its size in relation to the main building, it is considered that the proposed extension would relate satisfactorily to the main building and would not be detrimental to the character or appearance of the street

scene or the wider locality. Although the proposed roof top extension will be visible from some longer views when passing Plantagenet Road, given the context in which it is set and that these views will be only glimpsed views it is not considered that the proposal will be harmful to this part of Station Road or the wider context.

Due regard is paid to policy DM05 which relates to tall buildings, which indicates that buildings of 26 metres or higher will not be supported outside the priority areas. In this instance, however, it is noted that the current proposal relates to an extension to an existing tall building where an existing plant room extends to a comparable height as that currently proposed. The proposal will not introduce a new building which is of excessive height for the character of the area. The additional height now proposed above that currently existing is not considered to be out of context.

Impact on the amenities of future occupiers

The proposed works would result in the creation of two flats. Policy DM01 of the Development Management Policies 2012 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.

Section 8.4 of Barnet's Local Plan SPD: residential design guidance states: "in designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to outdoor amenity space that is not overlooked from the public realm and provides reasonable level of privacy". In addition to this, section 2.4 of the SPD for sustainable design and construction states that "the impact of development on the availability of daylight / sunlight and privacy to the occupants of existing buildings and the occupants of new development is strongly influenced by design and contributes significantly to the quality of life. The amount of daylight available in buildings enhances people's quality of life and reduces energy use. The Mayor's Housing SPG standard 5.5.2 recommends that development should preferably have direct sunlight in living areas and kitchen dining spaces and all homes should provide for direct sunlight to enter at least one habitable room for part of the day. Overheating should be considered when designing for sunlight".

The proposed units comply with the London Plan space standards for minimum internal floor area. Each unit will have adequate access to outlook and light.

Although no on site amenity space in the form of garden is provided the units benefit from balconies which provide external space for the future occupiers. Balconies are provided for both proposed flats this will have a total area of 14.9m². Barnet's guidance within the Sustainable Design and Construction SPD indicates that 5m² of amenity space should be provided per habitable room and rooms of 20m² or more should be counted as two rooms. The proposal does not comply with this guidance, however, the document also states that higher density development, such as flats may not always be able to provide amenity space to the standards outlined in Table 2.3. Given that the proposal provides in excess of the minimum internal floor standards required and balconies are provided it is considered that this provision is acceptable. Both units exceed the minimum unit sizes set out in the London Plan (2015) and this additional internal space is considered to compensate for the lack of outdoor amenity space. In addition, given the sites location in the New Barnet town centre and as such proximity to town centre amenities. It is considered that there is reasonable substitutes including provision of balconies when read in conjunction with the

oversized units highlighted above. It is not considered that a reason for refusal on these grounds would be warranted.

Impact on the amenities of neighbours

With regard to the impact of the proposal on the amenities of neighbours, the additional height would not be readily visible or perceived when viewed from the neighbouring properties along Station Road. It would be set sufficient distance so as to not appear overbearing or visually intrusive. With regard to the impact on Comer House and Kingmaker House, the additional set in by 1.5m from both sides ensures that the distance between the buildings it is not considered that the proposal would appear overbearing when viewed from the existing and proposed residential units. On the side with Comer House there will be a distance of approximately 13.9m. There would be limited amounts of clear-glazed fenestration allowing views from the proposed flats towards the neighbouring building, and as a result it is not considered that the proposal would adversely affect the privacy of the occupants of any neighbouring property. Although balconies are proposed details of a privacy screen will be secured by way of condition to ensure that there is no undue harm to the neighbouring flats. Balconies are a common feature of buildings along Station Road and as such these will not appear out of context.

It is considered that there is sufficient distance between the proposal and the rear gardens of properties along Lyonsdown Road to ensure there is no undue harm to these properties and the enjoyment of their gardens.

Traffic and parking

The site is located in close proximity to public transport facilities and town centre amenities.

The parking provision is in accordance with the parking standards set out in the Barnet local plan, Development Management Policy DM17.

It is noted that there is an existing prior notification to convert the office block into residential accommodation which is being carried out. The parking provision for the residential units consented under the prior notification will not be affected by the current proposal which will see an additional two parking spaces being provided in the existing car parking area.

Environmental health considerations

The scientific services team have reviewed the application and consider that the proposal is acceptable subject to appropriate conditions.

Accessibility and Sustainability

The application scheme is required by Policies 3.5 and 3.8 of the London Plan (2016 Minor Alterations to the London Plan) to meet Building Regulation requirement M4(2). The applicant has confirmed that the proposed development would meet this requirement, and a condition is attached in the event planning permission is granted] to ensure compliance with these Policies.

In respect of carbon dioxide emission reduction, the applicant has confirmed that the scheme has been designed to achieve a 6% CO₂ reduction over Part L of the 2013 building regulations. This level of reduction is considered to comply with the requirements of Policy 5.2 of the London Plan (2016 Minor Alterations) and the 2016 Housing SPG's requirements and a condition is attached in the event planning permission is granted] to ensure compliance with the Policy

In terms of water consumption, a condition [is attached/would be attached in the event planning permission is granted] to require each unit to receive water through a water meter, and be constructed with water saving and efficiency measures to ensure a maximum of 105 litres of water is consumed per person per day, to ensure the proposal accords with Policy 5.15 of the London Plan (2016 Minor Alterations).

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

5.4 Response to Public Consultation

The traffic and development team have reviewed the application and consider given the site location and the provision of two additional parking spaces that the proposal is acceptable on highways grounds.

There is considered to be sufficient distance between the neighbouring buildings to ensure that there will be no undue loss of amenity. The proposal has been designed in such a way that there is sufficient set in and set back to prevent a loss of amenity.

The proposal has been considered under the relevant planning matters and it is considered that the proposal complies with the relevant policies.

Other conversions have been carried out to surrounding office blocks, these have been carried out under the prior notification process. The existing block is currently in the process of being converted under this legislation which is nationwide legislation.

Reasons for refusal relating to the over subscription of local schools, hospitals and other infrastructure services are not sustainable planning reasons for refusal that could be defended at appeal.

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

The proposal is considered to accord with the requirements of the Development Plan and is therefore recommended for approval.

