

Location **White Lodge The Vale London NW11 8ST**

Reference: **16/8017/FUL** Received: 16th December 2016
Accepted: 16th December 2016

Ward: Childs Hill Expiry 10th February 2017

Applicant: Mr Nitzan Atzmon

Proposal: Four-storey front extension to include lift and entrance lobby to all floors. New crown roof including 4no dormer windows and 2no rooflights to elevation facing Hodford Road, 5no dormer windows to elevation facing The Vale, 1no dormer window to elevation facing Road Junction to facilitate the creation of 2no self-contained flats. Extension to refuse area at lower ground floor level, new cycle, provision of new amenity space, hard and soft landscaping and parking

Recommendation: Approve subject to conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

PL - 301, PL - 302 (Rev A), PL - 303, PL - 304, PL - 305, PL - 306, PL - 307, PL - 308, PL - 309, PL - 310, PL - 311, PL - 312, PL - 313, PL - 314, PL - 315 (Rev B), PL - 316 (Rev A), PL - 317 (Rev A), PL - 318 (Rev A), PL - 319 (Rev A), PL - 320 (Rev A), PL - 321 (Rev A), PL - 322 (Rev A), PL - 323, PL - 324 (Rev A), PL - 325

3D Visualisation (Hodford Road), 3D Visualisation (The Vale)

Daylight and Sunlight Assessment (received 16/12/16), Design and Access Statement Rev A (received 29/12/16), Planning Statement Rev A (received 29/12/16), Sustainability Checklist (received 16/12/16).

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 The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

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).

- 4 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 before the development hereby permitted is commenced.

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 April 2013) and 7.21 of the London Plan 2015.

- 5 a) No development or site works shall take place on site until a 'Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. details of interim car parking management arrangements for the duration of construction;

x. details of a community liaison contact for the duration of all works associated with the development.

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 Policies 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

- 6 Before the development hereby permitted is first occupied, the details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers shall be provided in accordance with Drawing Nos. PL - 311, PL - 312 and PL - 313 and retained as such thereafter.

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

- 7 Before the development hereby permitted is first occupied or the use first commences the parking spaces shown on Drawing No. PL - 311 shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policies 6.1, 6.2 and 6.3 of the London Plan 2015.

- 8 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).

- 9 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 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 10 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.

- 11 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.

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 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 £7,648.55 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 £29,501.55 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.

- 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 or by telephoning 0208 359 7294.

- 4 In case if a new crossover access is required or any modification is proposed or required to the existing access off the public highway then it will be subject to a detailed investigation by the Crossover Team in Development Regulatory Services. Heavy duty access may need to be provided to cater for a heavy duty use and may involve relocation of any existing street furniture. This would need to be done by the Highway Authority at the applicant's expense. You may obtain an estimate for this and any associated work on public highway from DRS, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

Removal or relocation of any existing street furniture or alteration to road markings or Controlled Parking Bays would be subject to public consultations and would be done at the applicant's expense, under a rechargeable works agreement, by the Council's term contractor for Highway Works.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team/Tree Section as part of the crossover application. The outcome of this assessment cannot be prejudged. Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, DRS, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP

The applicant is advised that any consequential damage to public highway as a result of the construction of the new proposed development will be reinstated under S130 of the Highways Act at the applicant's expense. The applicant is advised to carryout photographic survey of the public highway before commencing any development work in the vicinity of the development.

Officer's Assessment

1. Site Description

The application site contains a block of residential flats within a corner plot adjacent to both Hodford Road and The Vale. The existing building is three storeys at the corner, rising to four storeys as a result of the downward gradient.

The building is of brick construction and is typical for flatted development of its era (circa 1969); with uniformity in the rhythm/design of fenestrations and articulation via protruding balconies facing Hodford Road.

The existing property is not locally or nationally listed nor located within a designated conservation area. There are no protected trees or on adjacent to the application site.

2. Site History

Reference: 16/1235/FUL

Address: White Lodge, The Vale, Childs Hill, London, NW11 8ST

Decision: Refused

Decision Date: 30.06.2016

Proposal: Formation of additional storey to provide 2no self-contained flats at third floor level. Four storey front extension to provide new lift and lobby area to all habitable floors. Associated alterations to amenity space and refuse storage, provision of 2no new parking spaces and associated access to The Vale, new cycle storage

Appeal Reference: APP/N5090/W/3154978

Decision: Dismissed

Decision Date: 17.11.2016

3. Proposal

The application seeks consent for the formation of an additional storey to provide 2no self-contained flats at fourth floor level, consisting of a new crown roof with 10 dormer windows, four storey front extension to provide new lift and lobby to all floors, associated alterations to refuse area on ground floor and provision of new amenity space, hard and soft landscaping and parking.

4. Public Consultation

Consultation letters were sent to 81 neighbouring properties.

32 responses have been received, comprising 12 letters of objection and 20 letters of support overall. There were 4 duplicate letters of support received from the same households which gives 16 letters of support.

The objections received can be summarised as follows:

- Overdevelopment of the site;
- Inappropriate design - incongruous, bulky and top heavy;
- Excessive height which is not in keeping with surrounding area;
- Additional storey will be overbearing of surrounding properties;
- Location and design of lift and lobby is inappropriate;

- Additional parking strain;
- Loss of amenity space of existing building;
- Loss of daylight/sunlight;
- Loss of privacy and overlooking;
- Loss of outlook;
- Overshadowing;
- Disruption caused to existing residents;
- Noise disturbance caused by increase in building capacity; and
- Strain of existing infrastructure.

The letters of support received can be summarised as follows:

- In keeping with the surrounding architecture, with a tiled roof and brick facia;
- Create a landmark building;
- Vast improvement on the existing building and enhances the attractiveness of White Lodge;
- Proposal addresses previous comments and concerns;
- Enhance surrounding area;
- Lift will improve accessibility for residents;
- Enhance living conditions of residents; and
- Provides more attractive landscaping.

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, CS9, CS13, CS14.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM17

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

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi-detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.
- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.
- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

Sustainable Design and Construction SPD (adopted October 2016)

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

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Previous application and appeal decisions;
- 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;
- Provision of adequate accommodation for future occupiers; and
- Highways safety and parking provision.

5.3 Assessment of proposals

Impact upon the character and appearance of the existing building, the street and wider locality

The previous application for an additional storey was refused by the Council due to "The proposed additional storey to the existing development would by reason of its size, bulk, mass and visual prominence be harmful to the character and appearance of the streetscene..."

At appeal, the planning inspector agreed that the impact on the character and appearance of the surrounding area was the determining factor and dismissed the appeal on the basis of the proposed development having an unacceptable harmful effect on the surrounding area. The key issues from the appeal decision were:

- New upper storey would be slightly recessed at a number of points, resulting in a stepped appearance which would be at odds with the prevailing character of the surrounding properties;
- A new balcony in the north-east corner would give greater prominence to the structure at the junction;
- Glass balconies would allow accumulation of domestic paraphernalia on the balconies to be more obvious, and the resultant visual clutter would detract from the appearance of the building; and
- The proposal would be clearly more visible in this exposed location. The additional storey would give a disproportionate bulk to the upper level of the existing building, making it appear overly dominant in relation to the more modest scale of the buildings in the vicinity.

The consideration is whether the revised proposal successfully addresses the previous reasons for refusal and the issues raised by the planning inspector.

The obvious amendment is the proposed design of the roof which is lowered by 400mm and is pitched to reflect the more traditional appearance of the surrounding buildings. The Planning Authority considers that this is a much more appropriate additional compared to the vertical and recessed elements of the previous scheme. A pitched roof is not considered to be at odds with the prevailing character of the surrounding area. The first point of the inspector's concerns is considered to be addressed.

In order to address the previous balcony issues, the development will not propose any new balconies and the existing balconies will remain solid. Therefore there will be no significant material difference to the existing building and the inspector's second and third points can be successfully addressed.

The remaining issue is whether the proposed additional storey would be proportionate and not overly dominant in relation to the existing building. In addition to the submitted plans, the applicant has again submitted photomontages from Hodford Road and The Vale to provide some visual indication as to how the proposed development would appear from the surrounding area. The Planning Authority is of the opinion that a pitched roof with the ridge set back from the façade, does not appear disproportionate or over dominant

compared to the existing building. When comparing the proposed scheme with the refused elevations and photomontages, the Planning Authority considers that there is an improved visual appearance. The roof would incorporate dormer windows which have been inset into the roof so as to not add additional bulk to the roof.

Overall, officers acknowledge that an additional storey will have an increased visual impact but it is considered to improve the overall design and appearance of the existing building. A pitched roof is considered more appropriate and respectful in relation to the existing building and surrounding area and successfully overcomes the concerns of the planning inspector and reasons for refusal.

It is also proposed to construct a new four storey extension to the north elevation facing The Vale to provide a lobby area and lift to serve all floors. This is a modest extension and is considered to be an acceptable addition to the existing building. The inspector did not find any issues in relation to this element of the previous scheme. The lift will help provide greater accessibility to the flats on all floors.

An extended refuse store and new cycle store would be provided within the existing lower ground floor. Given that this element is a small increase it is considered to be acceptable. Further works include adding a low perimeter wall with hedging and landscaping behind and making two distinct private shared garden areas for the benefit of all residents. A new entrance pathway will be created and the car park area will be re-surfaced. There are no objections to this subject to details which are required through condition.

As part of the development, it is proposed to provide two additional parking spaces on The Vale frontage with a new crossover constructed. There is no objection to this element of the proposals as it is not considered to result in a detrimental impact on the character and appearance of the surrounding area.

Impacts upon the amenities of neighbouring residents

A second reason for refusal of the previous application was that it was considered that "The proposed additional storey to the existing development would by reason of its size, bulk, design and visual prominence be overbearing and result in a loss of outlook and privacy, detrimental to the residential amenities of the occupiers of 87 Hodford Road." This was also considered by the planning inspector who after review concluded that impact of the proposed development would not unacceptably or unduly harm the amenity of no. 87 Hodford Road in terms of loss of outlook or overlooking.

As stated by the inspector, the main aspects of no.87 face east to west. The proposed pitched roof would not have any greater impact on this property compared to the previous scheme. The inspector commented that "whilst the additional height of the extension would be perceived from the front and rear gardens of No 87, it would be peripheral to the outlook from these areas, and so the visual impact of the extension would not be unacceptably harmful."

There are no new balconies being proposed and so the proposed development would result in any new overlooking opportunities.

A daylight/sunlight report has been submitted to accompany the application. The BRE recommends that windows should have a VSC not less than 27% or 80% of former value. Any reduction in daylight to windows in 87 Hodford Road are noted to be within the recommendations of the BRE Guide. Taking into account the layout/orientation of the

buildings and the location of windows, in conjunction with the submitted the daylight/sunlight report, officers consider that there would be no significant impact on neighbouring amenity through loss of light.

The properties to the north along The Vale and to the south-east along Hodford Road are considered to be located at a sufficient distance so as not to suffer any detrimental impact.

Living conditions for future occupiers

In terms of the amenity for future occupiers, the Planning Authority would expect a high standard of internal design and layout in new residential development in order to provide an adequate standard of accommodation. Table 3.3 within Policy 3.5 of the London Plan 2016 provides minimum space standards for new dwellings. The proposal would provide:

- Flat 10 (4th Floor) - 2 bedroom / 3 person unit - 88.4 sq.m
- Flat 11 (4th Floor) - 3 bedroom / 5 person unit - 103 sq.m

The proposed units would well exceed the minimum space standards as set out by the London Plan / the Council's Sustainable Design and Construction SPD (2016). The proposed units would have dual aspect outlooks and are considered to have adequate levels of amenity for future occupiers.

Barnet's Local Plan expects that sufficient and functional amenity space should be provided for all new houses and flats wherever possible. The Sustainable Design and Construction SPD advises that 5m² should be provide per habitable room for flats. It is noted that the ground level garden areas are to be improved and enhanced for all residents within the building. While the Planning Authority would expect new flats to have individual private amenity areas provided in the form of balconies/ outside space, the fact that the proposed units would provide larger floorspace over and above the minimum standards, officers consider that this on balance with the proximity of the site to Childs Hill Park, would help mitigate for the lack of private amenity space.

Highways safety and parking provision

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 parking standards that the Council will apply when assessing new developments.

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

For 2 and 3 bedroom units 1.0 to 1.5 spaces per unit

Based on the above parking standards the parking requirement for the proposed development is calculated as follows:

1x2b	a range of 1.0 to 1.5	1.0 to 1.5 spaces required
1x3b	a range of 1.0 to 1.5	1.0 to 1.5 spaces required

This equates to a parking provision range of between 2.0 and 3.0 spaces to meet the requirements of Policy DM17. The site has a PTAL rating of 6a which is considered to be a

very good level of accessibility. The proposal provides two additional spaces which is considered to meet the requirements of Policy DM17.

5.4 Response to Public Consultation

Issues relating to the principle and design of the additional storey have been addressed in the above appraisal.

Issues relating to the potential impact on residential amenity of neighbouring residents have been addressed in the above appraisal.

Issue relating to parking provision have been addressed in the above appraisal.

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. This application is therefore recommended for approval.

