

**Location**                      **Cranmer Court Wickliffe Avenue London N3 3HG**

**Reference:**                      **17/5428/FUL**

Received: 21st August 2017

Accepted: 23rd August 2017

Ward:                              Finchley Church End

Expiry 18th October 2017

Applicant:                      KGSA Ltd

Proposal:                      Roof extension to create a seventh storey to provide 4no. additional self-contained flats with associated refuse/recycling storage, cycle stores

**Recommendation:** Approve subject to conditions

AND the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

- 1     The development hereby permitted shall be carried out in accordance with the following approved plans:
  - Site Location Plan, Existing Roof Plan and Front Elevation (EX.01)
  - Existing Fifth Floor and Roof Plan (EX.02)
  - Existing Elevations (EX.03)
  - Proposed Lower Ground Floor Plan and Proposed Fifth Floor Plan (P.01)
  - Proposed Sixth Floor Plan and Proposed Roof Plan (P.02)
  - Proposed Elevations (P.03)

The above plans were received on 06.10.2017

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 shall take place until details of the materials to be used for the external surfaces of the building(s), hard surfaced areas and security bollards and barriers 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 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

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

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

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

- 5 a) No development shall take place until details of the roof garden including hard and soft landscaping and precise dimensions of privacy screening have been submitted to and approved in writing by the Local Planning Authority.

b) The roof garden shall be implemented in accordance with the details approved in this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should any vegetation be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

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

- 6 Prior to the first occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

- 7 a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy 6.9 and Table 6.3 of The London Plan (2016) and in the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 8 The roof area adjoining unit 27 and 28 on the eastern and southern elevations as shown on the plans hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

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

- 9 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).

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

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 11 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.

- 12 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) and CS14 of the Adopted Barnet Core Strategy DPD (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 and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

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

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

The London Borough of Barnet 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.

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.

## **Officer's Assessment**

### **1. Site Description**

The applicant site is located on the north side of Wickliffe Avenue, directly adjacent to Windsor Open Space. The site is currently a 6.no storey residential unit and is located on a street which contains a mixture of two-storey dwellinghouses and three-storey maisonettes. The street has a sloped topography, slopping down to Windsor Open Space and the application site. Consequently, while the height of the application site is higher than adjacent buildings, the increased height is somewhat offset by the sloping topography. Two-storey residential properties are located to the rear of the application site. Cranmer Court has a dated façade and flat roof which is at odds with the prevailing pitched roofed two / three storey residential units surrounding the application site. There is a white trimmed balustrade that envelopes Cranmer Court at the sixth floor which adds a level of unnecessary visual clutter to the building. The site also benefits from parking spaces via forecourt and underground car parking.

The application site is not a listed building and does not lie within a Conservation Area.

### **2. Site History**

Reference: C00713AR

Decision: Refused

Decision Date: 02 August 1989

Description: Formation of additional floor (7th storey) to incorporate two flats. Provision of four additional car parking spaces at basement level.

An appeal against the above was lodged and allowed (Ref: T/APP/N5090/A/90/151470/P8 dated 27/09/1990) on both character and amenity grounds.

### **3. Proposal**

- Roof extension to create a seventh-storey to contain 4.no new residential units (measuring 3m in height)
- 2.no Rooftop Gardens;
- New balconies and external finishes;
- 9.no cycle spaces;
- Site includes 38.no parking spaces, with 14.no parking spaces available to be allocated;
- New security bollards and barriers to the front forecourt;
- Additional refuse and recycling area.

### **4. Public Consultation**

Consultation letters were sent to 51 neighbouring properties.

31 responses have been received comprising 14 letters of support and 16 letters of objection.

The letters of support can be summarised as follows:

- Development will greatly enhance and add value to the existing building which is in great need of improvement to the roof, balconies and communal areas;

- The block doesn't meet the needs of residents/modern living. This can only be affordably achieved by the Development;
- The additional floor won't have any added impact on privacy or light to adjacent residential gardens;
- The increase in traffic will be negligible;
- Total current car ownership is 24. Sufficient on-site parking;
- The block is ugly, ageing and in disrepair. This development will improve the visual aesthetic for the benefit of all;
- A rented 'stairlift' to be installed duration proposed elevator works, with a 'porter' service (2-3 hours a day) employed to assist with carrying shopping/deliveries;
- New elevator system addressing future needs of occupants;
- Pursuing development opportunities for the block with a view to modernising it can only be beneficial;
- Block is now appearing dated. There are damp problems due to old rendering, the lift is problematic, a bicycle store room is required and the whole building needs bringing up to modern standards. It will be of value to the residents of Cranmer Court and visually improve the block for the owners of local homes;
- It is the best way to modernise the block and provide funds to improve both the exterior and interior standard of the block;
- The scheme is not inconsistent with the Mayor's policy for Metropolitan Open Land. It does not impinge on the open space and will improve the aspect of the building when viewed from the Windsor Open Space.
- The development appears to be consistent with the Local Plan and even with the additional storey does not constitute a tall building.

The letters of objection can be summarised as follows:

- Cranmer Court is already out of character with the residential area given its existing height and dominance over adjacent open space. Adding another storey to this block will exacerbate this inconsistency with the conservation and nature of the area;
- Currently live on the top floor and don't want any noise above;
- The proposed extension will completely block the light to adjacent residential dwellings;
- Increased level of vehicular movement;
- Additional storey will cause further overlooking to adjacent residential dwellings;
- This is adjacent to the Windsor Open Space. As it exists already as a high rise block of flats it already detracts from the beautiful surroundings of Windsor Open Space and should never have been given consent to be built in the first place. A high rise does not belong next to Metropolitan Open Land;
- Unacceptable inconvenience caused to the current residents, resulting from the lift having to be extended to the seventh floor;
- Some existing flat owners have more than one car which results in there currently being insufficient car parking spaces for the current flat owners all of whom have at least one car;
- Adding an additional floor is not the way to improve the visual appearance of the block;
- Short-term inconvenience for local residents.

## **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 document. Both were adopted in September 2012. The following policy documents were consulted:

#### Core Strategy Policies:

- National Planning Policy Framework (NPPF) (2012)
- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS14.
- Relevant Development Management Policies: DM01, DM02, DM08 and DM17.

### Supplementary Planning Documents

#### Residential Design Guidance SPD (Adopted 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 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:

- i. The Impact on the appearance and character of the area
- ii. The impact on the amenities of neighbouring occupiers
- iii. Whether the proposal provides satisfactory living accommodation for future occupiers
- iv. Parking and highways
- v. Refuse and recycling storage

### **5.3 Assessment of proposals**

#### The impact on the appearance and character of the area

The application seeks planning permission for a seventh storey extension to the existing block of flats at Cranmer Court. The additional storey would have a height of 3m and would be set-back from the east, south and western elevations of the existing building by 1.8m. The proposal would also include internal and external renovations, including a new render and replacement balcony balustrades. It would also include the removal of the existing roof balustrade. It is considered that the proposal offers a pragmatic solution to improve and modernise a block of flats. DM01 states that development should be based on an understanding of local characteristics such as height, appearance and spatial proximity and should be designed to protect visual amenity.

The application site is already out of character with the prevailing built forms along Wickliffe Avenue. Indeed, the block will continue to deteriorate to the detriment of the occupants of Cranmer Court and as it does so to the detriment of adjacent residents as the appearance of the application site will only continue to exacerbate the level of its visual discordance within the streetscene. The proposed seventh storey has been designed to reduce its visual impact and prominence when viewed from adjacent residential dwellings, the Windsor Open Space and the wider streetscene. As aforementioned, the new storey will be set-back by 1.8m from the existing building elevations (east, south and west) which will ensure the bulk of the additional storey is largely concealed, with clear glazed balustrades replacing the visually dominant white trimmed balustrade currently enveloping the sixth floor. Indeed, it is considered that the most significant visual impact of the proposal as experienced by adjacent residents will not be an additional storey which incorporates appropriate set-backs and improved balustrades, but the visually softer and rejuvenated exterior of the existing six storeys. Furthermore, it is considered that the impact on the Windsor Open Space will be more neutral than it is negative, with the current dated design a visual point of reference from the park. The proposed design includes appropriate set-backs on the western elevation to reduce its visual bulk and

incorporates a more modern and softer exterior which will improve the buildings visual aesthetic when viewed from the Windsor Open Space.

As aforementioned, it is acknowledged that the existing building is at odd with the prevailing character of the street. A number of objections received have made the argument that the proposed seventh floor will only exacerbate this visual discordance. However, it is considered that the increased height is proportionate and the design, siting and use of materials will further reduce its visual bulk and prominence within the streetscene. Indeed, the principle of an additional storey at the application site was allowed by an appeal inspector in 1990 (Ref: T/APP/N5090/A/90/151470/P8 dated 27/09/1990), with the inspector stating that the increase in height by 3.4m (proposed seventh storey is only 3m) would not cause any harm to 'local visual amenities'. The inspector also concluded that the increased density of the site as a result of the additional storey would not detrimentally impact neighbouring amenity. While the resulting permission has now elapsed and a new policy regime has since been implemented, some weight is given to the inspector's assessment as the character and appearance of the street has not significantly changed since then; and in anything has become more varied with the development under construction opposite.

DM05 provides a definition for tall building as a building substantially different to adjacent buildings, of 8 storeys or more, or 26m in height. The proposal is to create a seventh floor, with the height below 26m. As an example, the adjacent three-storey residential property at no.38 has a roof height in line with the fifth floor windows at the application site. Therefore, it is considered that the proposed additional storey would not result in Cranmer Court being deemed a tall building and given the aforementioned set-backs would not represent a visually imposing, dominant or overly prominent addition to the application site and streetscene.

In summary, it is recognised that the proposals would add some bulk to an existing building which is already the largest within the street. Therefore it is recognised that the addition of a further roof level has potential to add further bulk to the building and this would be visible within the surrounding area. In the view of officers this is a finely balanced issue however in the view of officers the impact on the streetscene would be limited given screening to Windsor Open Space, and limited visibility of views to the north given lack of public viewpoints and south given the height of the existing building. However the extension would be more visible from the east along Wickcliffe Avenue and this needs to be considered.

Whilst it increases the height of the existing building by 3m (not much higher than the current sixth floor balustrades), it does so with a design which through appropriate set-backs and materials respects the spatial scale of adjacent uses and built forms and limits its visual impact when viewed from the streetscene. It is considered on balance that the proposed development is acceptable on character and appearance grounds.

#### The impact on the amenities of neighbouring occupiers

As aforementioned, the proposed design has considered neighbouring residential uses, built form and spatial relationships and is not expected to result in a loss of privacy, outlook and natural light / sunlight to neighbouring occupiers. Given the proposed set-backs and the fact no balconies will be located along the eastern elevation it is not considered that the proposed development would result in an increased level of overlooking or overbearing. Indeed, it not expected that the seventh storey given the

proposed set-backs would be overly-visible from the adjacent property at no.38 Wickliffe Avenue and therefore any perceived sense of overbearing is expected to be nominal and given little weight considering every floor on the eastern elevation currently has external balconies.

It is also considered that the sense of openness enjoyed by the adjacent Windsor Open Space will not be significantly affected. The proposed development does not result in an increase to the footprint of the existing building, a loss of trees, shrubbery or any existing form of boundary treatment and the increased height is deemed proportionate. The additional benefits of the proposal which includes a rejuvenation of the building's external façade will improve the appearance of Cranmer Court when viewed from Windsor Open Space.

Some weight again must be given to the aforementioned appeal decision (Ref: T/APP/N5090/A/90/151470/P8 dated 27/09/1990) which concludes the increased density of the site as a result of an additional storey would not detrimentally impact neighbouring amenity.

In summary, it is considered that the proposed design would not result in significant harm to the residential amenity of neighbouring properties. The proposed seventh storey extension and external alterations by reason of their design, siting and scale are not expected to result in a harmful level of overbearing, overshadowing and overlooking to adjacent residential occupiers. It is not considered that the proposed roof extension to create 4.no additional units would cause significant harm to the residential amenity of neighbouring occupiers. It is deemed to comply with DM01 and the Residential Design Guidance SPD (2016) and therefore is recommended for approval on amenity grounds.

#### Whether the proposal provides a satisfactory living environment for future occupiers

##### Minimum Space Standards:

The London Plan (2016) sets out the minimum gross internal area (gia) requirements for residential dwellings. This is also supported by the Sustainable Design and Construction SPD (2016). The proposed 4.no additional residential units at Cranmer Court are measured as follows:

Flat 25: 2-bedroom, 3-person - 63m<sup>2</sup> (London Plan requires 61m<sup>2</sup>)  
Flat 26: 3-bedroom, 5-person - 93m<sup>2</sup> (London Plan requires 86m<sup>2</sup>)  
Flat 27: 2-bedroom, 3-person - 70m<sup>2</sup> (London Plan requires 61m<sup>2</sup>)  
Flat 28: 2-bedroom, 3-person - 63m<sup>2</sup> (London Plan requires 61m<sup>2</sup>)

All residential units exceed the minimum spaces standards required by the London Plan (2016).

Table 2.2: 'Internal layout and design requirements' of Barnet's Sustainable Design 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.

The proposed double and single bedrooms in all units meet these standards.

Floor to ceiling height:

Table 3.3 of Policy 3.5 of the London Plan states that a minimum ceiling height of 2.3 metres is required for at least 75% of the gross internal area of a dwelling.

The seventh floor extension measures 3m in height. Therefore, all units will have a floor to ceiling height in excess of 2.3m

Light/outlook:

Barnet's Sustainable Design 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 bedrooms and living rooms /kitchens should have a reasonable outlook with clear glazed windows.

It is considered that all proposed units have a good level of outlook and access to natural light. Each flat is dual aspect and benefits from large windows and access to outdoor amenity space.

Amenity Space:

Table 2.3 of Barnet's Sustainable Design SPD (Oct 2016), states that for a flat, 5m<sup>2</sup> of outdoor amenity space should be provided per habitable room. Below are the amenity space allocations for each flat:

Flat 25: 27m<sup>2</sup> (20m<sup>2</sup> Required)

Flat 26: 25m<sup>2</sup> (25m<sup>2</sup> Required)

Flat 27: 20m<sup>2</sup> (20m<sup>2</sup> Required)

Flat 28: 15m<sup>2</sup> (20m<sup>2</sup> Required)

The outdoor amenity space for flats 26 and 27 is provided by way of rooftop gardens. A condition will be attached to ensure appropriate levels of screening. It is not expected that the presence of 2.no roof gardens will have a detrimental impact on adjacent occupiers, with their siting sufficiently set-back from adjacent balconies and dwellings.

Flat 28 falls 5m<sup>2</sup> under the required amenity standards. While it is possible to allocate more balcony space to unit 28, it was deemed during the design stage that to better protect neighbouring amenity and guard against a perceived sense of overlooking, the balcony should not extend along the southern and eastern elevations. Given that Cranmer Court is located immediately next to Windsor Open Space, it is deemed that an acceptable level of amenity space has been provided to unit 28.

Attention is also drawn to the balcony adjoining unit 27. This is to be used solely for maintenance purposes only, with Juliette balconies used to ensure good air circulation through the apartment, whilst protecting against perceived and actual overlooking to adjacent residential units.

### Parking and Highways

A concern raised by a number of objectors relates to increased site activity and traffic resulting from the addition of 4.no self-contained residential units. Given the proposed mix of the 4.no additional flats, the proposed development would result in a potential increase of no more than 14.no people on site. However, it is considered that this increase can be

sufficiently accommodated on site, with the site benefiting from 38.no parking spaces, more than 1.no parking space per unit. New security barriers are to be installed to ensure the forecourt parking is strictly used for resident parking only, with additional spaces available to accommodate visitor parking. Each unit would be allocated 1.no parking space each, with the increase of 4.no cars accessing the site on a daily basis deemed to be sufficiently negligible that it is not expected to cause a significant increase in noise disturbance, air pollution or site activity over and above current levels.

Cranmer Court has 38.no parking spaces of which 14.no are not currently allocated to an existing occupant. This means that 14.no parking spaces are available for allocation to new residents, with new security barriers located around the forecourt to ensure parking spaces are for the sole use of residents. Based on DM17, the 4.no proposed residential units would require in the range of 4-6 parking spaces. It is therefore considered that the proposal is acceptable on highways grounds.

9.no sheltered and secured cycle spaces have been provided adjacent to the underground car park. It is considered this would be in line with Section 6 of the London Plan (2016).

#### Refuse and recycling storage

New refuse and recycling bin storage has been proposed to the rear of the underground car park. It is considered that the location, capacity and collection method (refuse collection vehicles to access directly) complies with Barnet's Waste and Recycling Strategy (2017).

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

Public comments have been acknowledged and broadly addressed within the report above. Those not directly addressed are as follows:

- Currently live on the top floor and don't want any noise above:
- Appropriate levels of soundproofing will be conditioned to mitigate any potential noise disturbance.
- Unacceptable inconvenience caused to the current residents, resulting from the lift having to be extended to the seventh floor:

The developer will be required by condition to provide a Construction Method Statement. The developer has confirmed that a stair-lift will be installed whilst the current lift is being extended, along with a porter to accommodate residents. It is also deemed that the long-term benefits associated with the renovation of the property should be noted.

- Adding an additional floor is not the way to improve the visual appearance of the block

The Council must assess the merits of any application made and ensure it complies with the relevant Local Policies and design guidance. It is considered that the proposed development meets these criteria.

### **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 the proposed development would enhance the character and appearance of the existing block of flats and result in an acceptable standard of accommodation for future residents. It is not deemed that significant harm would be caused to the residential amenity of neighbouring occupiers. Consequently, it is recommended for approval.

