

Location **128 Mayfield Avenue London N12 9JE**

Reference: **17/6600/FUL**

Received: 18th October 2017

Accepted: 25th October 2017

Ward: Woodhouse

Expiry 20th December 2017

Applicant: Mr Constanti

Proposal: Erection of part single, part-two storey dwelling house with rooms in roof space and front porch with canopy to create new end of terrace dwellinghouse. Erection of a single storey rear extension following demolition of existing part single, part two storey rear and side extension and existing integral garage with an extension to roof including hip to gable end with 1 no rear dormer and 3 no rooflights to front elevation of existing dwellinghouse. Associated access and alterations to hard and soft landscaping including rear patio(amended description).

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:

Proposed Site Plan Drawing No 00-001 Rev PP2
Proposed Block Plan Drawing No 00-101 Rev PP2
Proposed Ground Floor Plan Drawing No 00-201 Rev PP2
Proposed First Floor Plan Drawing No 00-201 Rev PP2
Proposed Front Elevation Drawing No 00-210 Rev PP2

Received 4 December 2017

Site Location Plan Drawing No 98-001 Rev PP1
Existing Side Elevation Drawing No 98-211 Rev PP1
Existing Section BB Drawing No 98-221 Rev PP1
Existing Section AA Drawing No 98-220 Rev PP1
Existing Roof Plan Drawing No 98-202 Rev PP1

Existing Rear Elevation Drawing No 98-212 Rev PP1
Existing Loft Plan Drawing No 98-202 Rev PP1
Existing Ground Floor Plan Drawing No 98-200 Rev PP1
Existing Front Elevation Drawing No 98-210 Rev PP1
Existing First Floor Plan Drawing No 98-201 Rev PP1

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Tree Protection Plan
Arboricultural and Planning Integration Report
Received 11 December 2017

Proposed Rear Elevation Drawing No 00-212 Rev PP3
Proposed Loft Plan Drawing No 00-202 Rev PP3
Proposed Roof Plan Drawing No 00-203 Rev PP3
Proposed Section A-A Drawing No 00-220 Rev PP2
Proposed Side Elevation Drawing No 00-211 Rev PP2

Received 9 January 2018

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

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

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

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

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

- 4 The roof of the single storey rear element 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).

- 5 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).

- 6 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.

- 7 Before the development hereby permitted is occupied the proposed parking spaces within the parking area as shown in 00-201 submitted with the planning application shall be provided and the access to the parking spaces will be maintained at all time. The parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that the free flow of traffic and highway and pedestrian safety on the adjoining highway is not prejudiced in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 8 No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management

and Logistics Plan submitted shall include, but not be limited to, the following information:

- 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.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 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 No works on public highway as a result of the proposed development shall be carried out until detailed design drawings have been submitted and approved by the highway authority and works shall only be carried out in accordance with the approved plans. The applicant will be expected to enter into an agreement under Section 278 of the Highways Act with the Highways Authority, for works affecting public highway including modification existing accesses or creation of new accesses and reinstatement of the existing accesses and consequential damage to public highway as a result of the proposed development.

Reason: To ensure that the works on public highway are satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 12 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A,B,C,D,E and F of Part 1 of Schedule 2 of that Order shall be carried out within the area shown on the Location Plan hereby approved.

Reason: To safeguard the amenities of neighbouring occupiers, the health of adjacent TPO trees and the general locality in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012).

- 13 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 October 2016) and 7.21 of the London Plan 2016.

- 14 No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection

shown on the tree protection plan approved under this application has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

- 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 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 186-187, 188-195 and 196-198 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 applicant is advised that any alteration if required to the public highway (including pavement) will require prior consent of the local highways authority. You

may obtain an estimate for this work from Environment and Operations Directorate, Barnet House, 1255 High Road, Whetstone N20 0EJ.

Damage to public highway as a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk or nrswa@barnet.gov.uk at least 10 days prior to commencement of the development works.

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

- 3 Any details submitted in respect of the Demolition Construction and Traffic Management Plan (DCMP) above shall control the hours, routes taken by delivery and construction vehicles, delivery arrangements, means of access and security procedures for construction traffic to and from the site and for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.

The DCMP will take into account locations of any schools in the proximity of the proposed development that may be affected by the proposed development and the applicant shall ensure that construction related traffic and or deliveries shall be avoided during the school drop off and pickup times. The applicant may need to liaise with the affected school to ensure that measures are in place to ensure pedestrian safety.

- 4 The refuse bin collection point needs to be within 10m of the public highway.
- 5 The applicant is advised that any works required on public highway to facilitate the development will require a separate agreement with the Highways Authority under S184 or S278 of the Highways Act 1980.
- 6 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 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 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.

- 7 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 4500.

Officer's Assessment

1. Site Description

The proposal site is an end of terrace property on the corner of Mayfield Avenue and Friary Road. The terrace property shares a party wall with No. 126 Mayfield Avenue, which is positioned on the application site's western flank. The street scene is characterised by terrace properties and semi-detached properties.

The proposal site occupies a plot which appears noticeably wider than that of the majority of other plots within the streetscene. The plot has a maximum width of 25 metres and it splays to the west. The terrace property on the proposal site benefits from a two storey side extension with a width of approximately 3.5 metres, a depth of 5.4 metres, an eaves height of 6 metres and a roof ridge height of 8.3 metres.

The terrace property on the proposal site has an existing single storey rear outrigger that is built up to the boundary with No. 126 Mayfield Avenue. It has a depth of 3 metres, a width of 3.8 metres and flat roof with a height of 3 metres and a parapet with a height of 3.25 metres.

The application site does not contain a listed building and nor is it located within a conservation area.

There is a TPO tree to the rear of the site.

2. Site History

Reference: N04399B

Address: 128 Mayfield Avenue London N12

Proposal: First floor side extension.

Decision: Approved subject to conditions

Decision Date: 27 July 1988

Reference: N04399A

Address: 128 Mayfield Avenue London N12

Proposal: Single storey rear extension

Decision: Approved subject to conditions

Decision Date: 10 July 1986

3. Proposal

The proposal is to demolish an existing two-storey side extension and rear extension at the property and construct a single storey rear extension and roof extension including rear dormer window to the existing dwelling at 128 Mayfield Avenue and erect a new 3 bedroom end of terrace dwelling. The new dwelling includes a rear dormer window with rooms in the roofspace.

The single storey rear extension to each dwelling will measure 3 metres in depth and is the full width of the dwelling. Due to the sloping nature of the site, the rear extension to the existing dwelling will be higher than the rear extension to the proposed new dwelling. The rear extension to the existing dwelling has a height of approximately 2.8 metres at the boundary with 126 with a flat roof. The height of the extension to the proposed dwelling is a maximum of 3.5 metres with a flat roof.

The rear dormers will each measure 2.3 metres in height, 3 metres in width and 2.7 metres in depth.

There is a patio proposed to the rear of the new dwellinghouse measuring 2 metres in depth, 6.9 metres in width with stairs to garden level at the side. The patio has a height of 0.7 metres.

The proposal includes alterations to hard and soft landscaping.

The single storey side extension was removed from the scheme after discussions with the case officer that this created too much bulk to the property and reduced the separation from the dwelling and boundary. The dormers have been reduced in height and width.

4. Public Consultation

Consultation letters were sent to 41 neighbouring properties.

7 responses have been received, comprising 5 letters of objection and 2 letters of support.

The objections received can be summarised as follows:

- loss of outlook
- loss of privacy as a result of rooflights
- Loss of garden space
- duration of construction and noise and dust nuisance
- impact of additional parking pressure
- damage to adjoining terrace as a result of demolition work
- concern the additional house will be joined to the existing house and made into a larger unit or subdivided into flats
- does not fit with the streetscene and does not keep with the building lines of the area

The representations received can be summarised as follows:

- Development is in keeping with character of area
- the site needs tidying up
- the trees are protected

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, DM08, DM17.

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:

- Principle of the proposed development
- 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.
- Impact on trees

- Impact on parking
- Refuse and Recycling
- Sustainability

5.3 Assessment of proposals

Principle of the proposed development

The National Planning Policy Framework (NPPF) encourages the provision of more housing and states that applications should be considered in the context of the presumption in favour of sustainable development. Local Planning Authorities should encourage the effective use of land by re-using land that has been previously developed provided that it is not of high environmental value.

Policy 3.4 of The London Plan (2016 MALP) promotes the optimisation of housing output within different types of location. Policy 3.8 of The London Plan also encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

The Borough has an attractive and high quality environment that the Council wishes to protect and enhance. It is therefore considered necessary to carefully assess both the design and form of new development to ensure that it is compatible with the established character of an area that is defined by the type and size of dwellings, the layout, intensity, and relationship with one another and their surroundings. Proposals involving the redevelopment of sites in residential localities are required to reflect the particular character of the street in which the site is located and the scale and proportion of the houses.

Mayfield Avenue is characterised by two storey terrace properties and Friary Road is characterised by two storey terrace and two semi-detached properties. Due to its width and depth the proposal site is considered large enough to accommodate another terrace property. For these reasons the proposal for an additional dwelling at the site is considered acceptable in principle.

Impact on the Character of the Area

6.2 Policy DM01 seeks to protect and enhance Barnet's character to create high quality places.

The application site is a highly prominent location on the corner of Mayfield Avenue and Friary Road and it contains a large side and rear garden with several mature trees. This garden contributes to the green and spacious feel to the area. No. 71 Ravensdale Avenue is a site on the corner of Ravensdale Avenue and Friary Road with a large side and rear garden. An application for an additional dwellinghouse at No. 71 Ravensdale Avenue was dismissed at appeal on 04/11/2016 in part because the proposal would result in the loss of the side/rear garden to the detriment of the character of the area (Appeal Ref: APP/N5090/W/16/3156046). It is noted that a smaller dwelling from the appeal scheme has now been approved at 71 Ravensdale Avenue.

This proposal will remove an extension to the existing dwelling at 128 Mayfield Avenue and the proposed new dwelling will have a similar width to the existing terrace properties. The proposal originally included a single storey side extension to the side of the new dwelling. The side extension had been reduced to single storey from a two storey side extension following pre-application advice which advised to remove this element. Officers raised concerns that the single storey side extension reduced the setback of the dwelling from the boundary to only 3.5 metres and would result in the loss of the side/rear garden similar to the appeal scheme at 71 Ravensdale Avenue. The side extension has been removed from the scheme. The side elevation of the proposed dwellinghouse is a minimum of 6 metres from the boundary with Friary Road and this opens up to considerable wider towards the front of the site. This is compared to the existing building which is set back at a minimum distance of 10.6 metres from the boundary with Friary Road. The proposal maintains a significant garden area to the rear of the existing dwelling and a rear and side garden around the proposed dwelling. It is considered a dwelling of this size can be accommodated whilst retaining adequate garden space and screening.

The new dwelling has a footprint in line with the building line at the front and rear of the terrace. The width of the new dwelling is 6.9 metres and is of similar width to the other dwellings within the terrace. The new dwelling has been set down from the ridge of the existing roof at 128 Mayfield Avenue to continue the characteristic stepped roof ridge of the terrace.

Impact on the amenity of neighbouring occupiers

The existing dwellinghouse on the application site has an existing single storey rear outrigger with a depth of 3 metres and flat roof with a height of 3 metres and a parapet with a height of 3.25 metres. The proposal includes the erection of a single storey rear extension to the existing dwellinghouse property and the proposed dwellinghouse. The proposed extension has a height of 3 metres and a depth of 3 metres. Due to its size, height, and position, it is considered that the proposed rear extension would not cause the occupiers of neighbouring and adjoining properties to suffer a material loss of amenity as a result of a loss of daylight/sunlight or a loss of outlook and nor would it have an overbearing impact on these properties.

The overlooking of neighbouring and adjoining properties from the windows on the proposed dwellinghouse from the windows on the proposed rear extension or from the proposed dormer extension on the host property, is considered to be no worse the overlooking from the existing windows on the host property.

The increase in the number of people occupying the site is not considered to cause the occupiers of neighbouring and adjoining properties to suffer a material loss of amenity as a result of noise and disturbance from people coming and going from the application site and occupying the application site.

Due to its size, height and position, the proposed dwellinghouse is not considered to cause the occupiers of neighbouring and adjoining properties to suffer a material loss of amenity as a result of a loss of daylight/sunlight or a loss of outlook and nor would it have an overbearing impact on these properties

Trees

The site contains a large pine tree in the rear of the site which has been recently included under a Tree Preservation Order (ref 17/TPO/023). The Council's Arboricultural Consultant has reviewed the application. In response to concerns raised by officers and the Arboricultural consultant, the applicant has provided further detail including a Tree Protection Plan and Method statement. The consultant has advised there is a slight risk that the Protected Pine Tree may dominate the garden over time however the removal of other non protected trees would reduce this impact to an acceptable level. A landscaping condition has been recommended to require details of additional planting to offset tree loss and soften development into the local area. Provided the tree protection measures and method statement are followed, the impact to trees on site is considered acceptable.

Impact on Parking

The proposal involves a new 3 bedroom dwelling unit. The proposal has demonstrated that 3 existing car parking spaces are to be retained.

For the proposed development a parking provision of between 2.5 to 3.5 parking spaces is required.

Highways have been consulted on this proposal and advised that the provision of 3 parking spaces is therefore in accordance with the parking standards as set out in the Barnet Local Plan Development Management Policy DM17 approved in September 2012. Highways also advised that the site is located in an area with a Public Transport Accessibility (PTAL) score of 1a which considered as poor accessibility. The site is located in an All Day Control Parking Zone (CPZ) which operated from Monday to Friday 9am to 5pm. The access to the parking spaces is to be via the existing dropped kerb.

Cycle parking is proposed in accordance with the London Plan Cycle Parking Standards. The details of the cycle storage enclosure will be required by condition.

Highways have recommended approval of the proposal subject to conditions and informatives which have been included.

Refuse and Recycling

The proposed plans show refuse storage to the side of the property screened by a garden fence. No details of the enclosure have been provided. A condition will be included to require final details of the refuse storage enclosure and collection arrangements. An Informative has been included to advise the applicant that refuse collection needs to be within 10m of public highway.

Sustainability and Accessibility

Conditions have been included to ensure the new dwelling will be built to reduce energy consumption and water usage. The new dwelling will also be expected to meet the requirements for accessible units under M4(2).

5.4 Response to Public Consultation

The concerns raised by the objections in regards to the character, scale and impact to neighbouring properties have been addressed in the main body of the report.

The concern raised regarding damage to the existing buildings is not a planning matter.

The application is based on the proposal for the existing dwelling and new dwelling to be used as two separate dwellinghouses. No permission has been given for the dwellings to be used as one unit or as flats and any change of use will require further planning permission and will be considered at that time.

6. Equality and Diversity Issues

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- "(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it."

For the purposes of this obligation the term "protected characteristic" includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.

An objection has been received from a neighbouring resident who suffers from Occupational Asthma and is sensitive to dusts and pollutants which could be caused during the construction of the development.

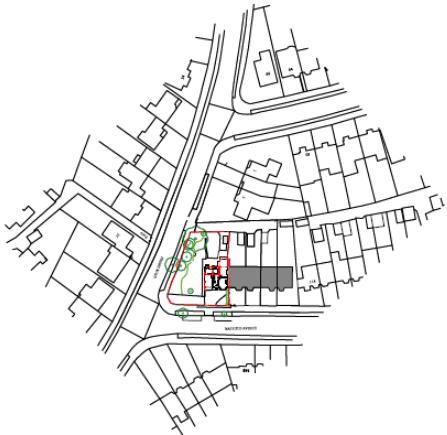
The impacts to the neighbouring residents as a result of the construction period can be mitigated through a condition restricting construction hours. This provides quiet periods at sensitive times of the day and limits the hours of construction use. A construction management plan is also required which will provide details on dust suppression.

With the conditions recommended the proposal is found to accord with development plan policies. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our 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.



Legend:
 Site Boundary

01 Location Plan
1:1250@A3

PAPA Architects Ltd, 222 Amersley Road, Highgate, London N6 8LR Phone: +44(0)20 8148 8111 Fax: +44(0)20 8148 2411 www.papaarchitects.co.uk	Client	Address	Drawing title	Project No	Issue	Date	Scale	Drawn By	Checked By	Revised For Issue	CU	<p style="font-size: small;">Note</p> <p>All dimensions are in millimetres unless otherwise stated and are to be followed in preference to any dimensions shown on drawings. The drawings are the property of PAPA Architects and shall not be used for any other purpose without the written consent of PAPA Architects. The drawings are not to be used for any other purpose unless otherwise stated on drawings or used for any other purpose without the written consent of PAPA Architects and shall not be used for any other purpose without the written consent of PAPA Architects.</p>
		128 Mayfield Avenue London N12 9TE	Location Plan	1703	Issn	2017	1:1250 @ A3					
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