

Location **85-87 The Ridgeway London NW11 9RX**

Reference: **17/5755/FUL** Received: 8th September 2017
Accepted: 16th October 2017

Ward: Childs Hill Expiry 11th December 2017

Applicant: Jubilee Investments (The Ridgeway)

Proposal: Construction of a two-storey building with rooms in roof space and basement level to provide 7no. self-contained flats, including associated lightwells to rear, refuse storage, amenity space and landscaping and provision of 4no. off-street parking spaces. (AMENDED REFERENCE NUMBER)

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: Planning Statement, Site Location Plan, amenity space calculations, drg.no.GA 201 D, drg.no.GA 202 D, drg.no.GA 203 C, drg.no.GA 204 C, drg.no.GA 206 B, drg.no.GA 208 B, drg.no.GA 209 B, drg.no.GA 210 B, drg.no.GA 211, drg.no.SE.01, drg.no.SE.03, drg.no.SE.04 and drg.no.SE.05.

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 a) Before the development hereby permitted is first occupied, details of the subdivision of the amenity area(s) shall be submitted to and approved in writing by the Local Planning Authority.

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

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

5 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.

6 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.

7 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 40% 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.

- 8 Details of the standards to which the highway works relating to the crossovers of the public footpath serving the development are to be constructed shall be submitted to, and approved in writing by, the local planning authority. No proposed dwelling shall be occupied until the crossovers have been constructed in accordance with the approved details.

Reason: To ensure a safe form of development and to protect the amenities of the area, in accordance with Policies DM01 and DM17 of the Development Management Policies DPD (adopted September 2012).

- 9 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).

- 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 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).

- 12 a) Before the development hereby permitted is first occupied, details of cycle parking 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).

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

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

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

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy 5.21 of the London Plan (2016).

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. 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 it is their responsibility to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where you propose to discharge to a public sewer, prior approval from Thames Water Developer Services will be required, and they can be contacted on 0800 009 3921. The above is in order to ensure that the surface water discharge from the site is not detrimental to the existing sewerage system.
- 3 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

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

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.

Relief or Exemption from CIL:

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

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

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

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

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

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

- 4 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 application site is located on the north side of The Ridgeway opposite the junction with Ridge Hill, within the Childs Hill ward.

The application was originally a pair of semi-detached, two-storey residential dwelling houses no.85 and no.87 The Ridgeway. This application relates specifically to the construction at no.87 The Ridgeway.

The site holds no specific designation and is not located within a Conservation Area. The surrounding area is residential, characterised predominantly by detached and semidetached single family dwelling houses. Dwellings in the local area show considerable cohesion in age, architectural styling and features; the local area accordingly has a clearly identifiable established character.

2. Site History

Reference: 15/05841/FUL

Address: 85 The Ridgeway, London, NW11 9RX

Decision: Approved subject to conditions

Decision Date: 12 November 2015

Description: Demolition of existing semi detached dwelling and existing garage to form 3no self contained dwellings with associated gardens and refuse space and parking. Creation of basement to lower level. Roof extension involving 3no rear dormer windows and 2no rooflights to front elevation

Reference: 16/2119/CON

Address: 85 The Ridgeway, London, NW11 9RX

Decision: Approved

Decision Date: 16 May 2016

Description: Submission of details of condition 9 (Demolition and Construction Method Statement) 11 (Landscaping) 12 (Tree Protection Plan) pursuant to planning permission 15/05841/FUL dated 17/09/15

Reference: 16/3807/FUL

Address: 85 The Ridgeway, London, NW11 9RX

Decision: Refused

Decision Date: 15 August 2016

Description: Demolition of existing buildings and erection of two-storey building with rooms in roof space to provide 4 no. self-contained flats, and 1 no. single family dwelling including associated off-street refuse storage, 6 no. off-street parking spaces and associated landscaping

Reference: 16/3941/S73

Address: 85 The Ridgeway, London, NW11 9RX

Decision: Approved subject to conditions

Decision Date: 14 September 2016

Description: Variation of condition 18 (CO2 emissions) and variation of condition 1 (approved plans) of planning permission 15/05841/FUL dated 17/09/2015 for 'Demolition of existing semi detached dwelling and existing garage to form 3no self contained dwellings with associated gardens and refuse space and parking. Creation of basement to

lower level. Roof extension involving 3no rear dormer windows and 2no rooflights to front elevation.' Variation to include removal of basement level; alterations to approved dormers and addition of new dormer to no. 85 and an alternative facade treatment on the front elevation.

Reference: 16/7996/FUL

Address: 85 The Ridgeway, London, NW11 9RX

Decision: Approved subject to conditions

Decision Date: 20 March 2017

Description: Demolition of existing properties and garage and erection of two storey buildings with rooms in roofspace and basement level with associated lightwell to provide 5no self-contained flats and 1no single family dwelling. Associated parking, refuse and recycling store, amenity space

Reference: 17/3254/CON

Address: 85 The Ridgeway, London, NW11 9RX

Decision: Approved

Decision Date: 30 June 2017

Description: Submission of details of conditions 3 (Materials) 4 (Levels) 7 (Demolition and Construction Method Statement) 9 (Landscaping) 10 (Tree Protection) pursuant to planning permission 16/7996/FUL dated 20/03/17

Reference: 15/07835/FUL

Address: 85 The Ridgeway, London, NW11 9RX

Decision: Refused

Decision Date: 29 February 2016

Description: Demolition of the existing semi-detached properties and detached garage to be replaced by two-storey building with rooms in roof space to provide 5no. self-contained flats, and 1no. single family dwelling including associated off-street refuse storage, 6no. off-street parking spaces and associated landscaping

The above application was refused for the following two reasons:

1. The development, by reason of the introduction of self-contained flats, would fail to respect the established character of the area which comprises predominantly single family dwellinghouses, contrary to Policies 3.5, 7.4 and 7.6 of the London Plan (Adopted 2011 and 2013), Policies CS NPPF, CS1 and CS5 of the Barnet Adopted Core Strategy (2012), Policy DM01 of the Adopted Development Management Policies DPD (2012) and the Adopted Residential Design Guidance SPD (2013).

2. In the absence of a legal agreement to restrict future occupiers from obtaining residents parking permits, the development would result in additional pressures on on-street parking to the detriment of the free flow of traffic and highway safety, contrary to policy DM17 of the Adopted Barnet Development Management Policies DPD 2012.

The Planning Inspectorate has allowed the appeal for the following reasons;

Character and Appearance

12. The proposed development would appear as two purpose built semi-detached dwellings and a detached dwelling and would be of a similar size and scale to the surrounding properties. It would therefore be in keeping with the predominant character and appearance of the residential area and have no materially harmful effect. Furthermore, whilst the proposal would result in the demolition of two family dwellings, it would create

two 3 bedroom dwellings and one 5 bedroom dwelling, equating to an overall increase in the number of family dwellings in the area. As a result, it would contribute towards local housing needs as identified in the London Plan (adopted 2011 and 2013) (the London Plan) and the adopted Barnet Core Strategy 2012 (the Core Strategy).

Parking and highway safety

20. Consequently, I conclude that the potential increase in demand for on-street parking would be accommodated by the existing capacity in the area and would not be harmful to highway safety. Furthermore, I conclude that parking in the CPZ would not be so saturated as to result in any material additional pressures on on-street parking which would necessitate a restriction on parking permits for future occupiers. Therefore, the proposal would comply with Policy DM17 of the DMP. Amongst other matters, this policy seeks to ensure that residential development provides sufficient parking to meet its needs and does not have a significant detrimental effect on the safety of all road users.

3. Proposal

The current application seeks to amend the previous consent for the demolition of the existing semi-detached dwellings and unused detached garage (serving no 85) to be replaced by 5no. self-contained flats and a single family dwelling via appeal on the 10 November 2016 (appeal ref: APP/N5090/W/16/3151644) and the subsequent amendment to that permission (LPA ref: 16/7996/FUL dated March 2017).

The bulk and scale of the application is essentially the same externally as the appeal scheme with exception that the 5 bedroom single dwelling (no.85) has been completed in accordance with the previously granted permissions (refs:15/07835/FUL and 16/7996/FUL).

The current application seeks to amend part of the previous consent by replacing the two-storey building (no.87) with rooms in roof space and basement level to provide 7no. self-contained flats as opposed to 5no. self-contained flats, including associated lightwells to rear, refuse storage, amenity space and landscaping and provision of 4no. off-street parking spaces. It also includes changes to rear fenestration.

4. Public Consultation

43 consultation letters were sent to neighbouring properties.
9 responses have been received

The views of objectors can be summarised as follows;

- Impact on existing water supply
- Concerns regarding parking
- Out of character

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 Government's 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 2031. 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, CS4, CS5, CS9, CS15.
- Relevant Development Management Policies: DM01, DM02, 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)

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:

- 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.

- Principle of development
- Living conditions of future occupiers
- Highways (parking)

5.3 Assessment of proposals

Principle of development

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.

Policy DM08 of the Council's Development Management, ensures a variety of sizes of new homes to meet housing needs. It outlines that three bedroom units are a priority within the borough, and four bedroom dwellings being the highest priority. In line with this policy the site offers a mix of one, two and three bedroom unit which will provide an appropriate mix of dwellings types and sizes homes to serve the growing need of homes within the borough.

The principle of the flat conversions has been established under reference 15/05841/FUL and reference 16/7996/FUL for the subdivision of the semi-detached pair into 5 units. Furthermore the decision made by the Appeal Inspector in regard to application reference 15/07835/FUL dated 29th February 2016, states "self-contained units would not be detrimental to the established character and appearance of the area, maintaining plot spacing's and featuring architectural styling's which reflects the local area". It is therefore considered that the principle of self-contained units in this location is acceptable.

The proposals would result in a somewhat increased density of development. The applicant has submitted a planning statement in support of the scheme, stating that the site is within an area of Public Transport Accessibility Level 3 and has a density of 61.5 units per hectare. However, It is recognised that compliance with the density matrix is dependent on the plot used (Whether the new dwelling at no.85 is included), and that the PTAL is close to an area of PTAL rating 1. Nevertheless, the site is located within 400m of Golders Green Town Centre, and the increase to habitable rooms from 20 to 23 across the site is relatively low. Therefore on balance it is not considered that the density of the development is excessive.

While the proposal to create 2no. additional self-contained units would result in additional footfall, it would be limited and is not considered to result in intensification of use or give rise to unacceptable noise disturbance to the detriment of the amenities of neighbouring properties to an unacceptable level and have an impact on the character of the area.

Amenity of neighbouring occupiers

Whilst externally the proposal includes extending the basement, its siting is such that it will not be visible and therefore it is not considered to have any impact on the amenities of neighbouring occupiers.

The proposal seeks to alter the internal layout of the property to accommodate two additional 1-bed flats within the approved envelope comprising 2 x 3bed; 3 x 2bed and 2 x 1bed units. The external size, scale, position and appearance is not altered from that already granted under reference reference 16/7996/FUL.

The proposals would result in an increase in the overall number of units on site from 5 to 7. This will result in some increased activity in terms of comings and goings and will result in some additional noise and disturbance. The proposed block has a centrally sited front door, and would largely make better use of existing approved floorspace. It is noted that the area is predominantly single family dwellings though there are some examples of more intensive development, e.g. Sandridge Court. On balance it is not considered that the proposals would result in harm to the residential amenities of neighbouring occupiers.

It is therefore considered that the proposed development is acceptable in terms of the impact the scale and appearance of the building will have on the amenity of neighbouring occupiers.

Extensions and additions

The basement was previously approved to have a depth of 12.5m. The proposal involves extending this basement to have an additional depth of approximately 6.7m. It will provide service rooms to accommodate the building's necessary plant and water equipment requirements and additional family space (games room).

The principle of providing basement accommodation as part of the development has already been established under reference 15/05841/FUL and reference 16/7996/FUL.

The proposed basement extension is considered to be an acceptable addition to the development; the basement would be sufficiently screened and would not be entirely visible ensuring no visual harm to the resultant flatted development or appearance of the area. Due to the siting of the basement within the site and moderate increase in terms of its appearance, it is not considered to give rise to any loss of amenity to neighbouring occupiers.

Overall the basement extension is considered to be acceptable.

Living conditions of future occupiers

It is considered that the current application complies with the space standards for new development outlined in Policy 3.5 (table 3.3) of the London Plan 2016 and is considered to provide adequate internal space for future occupiers.

The proposed development would provide the following accommodation and amenity space:

Internal floor areas

Flat 1 (2b4p) 141m²
Flat 2 (3b6p) 121.8m²
Flat 3 (2b4p) 114.5m²
Flat 4 (3b6p) 111m²
Flat 5 (2b4p) 111m²
Flat 6 (1b2p) 82.2m²
Flat 7 (1b2p) 82.2m²

Amenity space provision

The gardens for the flats, not including the paths and any front garden area are the following sizes:

Flat 1	6 m ² (basement terrace) and 297 m ² (communal)
Flat 2	69 m ² (private)
Flat 3	6 m ² (basement terrace) and 297 m ² (communal)
Flat 4	297 m ² (communal)
Flat 5	297 m ² (communal)

These dwellings would exceed the minimum gross internal areas as required. The proposed dwellings are also compliant with Part 2.2 part of the Council's Sustainable Design and Construction SPD in regard to the size of bedrooms having a minimum floor area of 8 sq. Furthermore the proposed development meets the requirement that glazing to all habitable rooms should not normally be less than 20%.

Impact on Highway and Pedestrian Safety

The proposed development offers four spaces for the 7 flats.

The decision by the Appeal Inspector noted the following;

"I conclude that the potential increase in demand for on-street parking would be accommodated by the existing capacity in the area and would not be harmful to highway safety. Furthermore, I conclude that parking in the CPZ would not be so saturated as to result in any material additional pressures on on-street parking which would necessitate a restriction on parking permits for future occupiers. Therefore, the proposal would comply with Policy DM17 of the DMP. Amongst other matters, this policy seeks to ensure that residential development provides sufficient parking to meet its needs and does not have a significant detrimental effect on the safety of all road users."

Highways officers were consulted and according to them the development would require a parking provision of between 5 and 9.5 parking spaces. The site has a PTAL rating of 3 and is located within a controlled parking zone and therefore the proposed 4 parking spaces would result in a shortfall of parking spaces. Whilst it is noted that the proposal will now involve the creation of 2 additional flats, according to the appeal inspectorate there is sufficient on-street parking capacity to accommodate any additional parking pressure that may result from the proposal.

It is therefore considered that the proposed development is acceptable on Highways grounds.

It is noted that to enable the proposed arrangements, it would also involve alterations to the existing dropped kerbs, the creation of enlarged hard standings to the front of the site,

the potential removal of an existing street tree and lamp post as well as alterations to the existing Controlled Parking Zone by way of altering and removing one of the bays at the front of the application site.

5.4 Response to Public Consultation

The concerns raised are mainly addressed in the body of the text.

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 support 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, highway safety, 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.

