

Location **Aston House Cornwall Avenue London N3 1LF**

Reference: **18/1678/FUL** Received: 15th March 2018
Accepted: 19th March 2018

Ward: West Finchley Expiry 14th May 2018

Applicant: Everjoy Property Ltd & The Trustees of the Kinit Trust

Proposal: Construction of three storey side extension at first, second and third floor levels with canopy to front elevation (over existing vehicular access), two-storey rear extension at second and third floor levels and additional fourth storey with external terrace to existing three storey (main) office building. Installation of air conditioning units. Associated alterations to new front entrance door

Recommendation: Approve subject to s106

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)

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. Submission of Full Travel Plan;
4. Contribution towards monitoring of the Travel Plan - £5,000.

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Planning Performance and Business Development Manager/Head of Development Management approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Head of Development Management or Head of Strategic Planning:

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

E16-029/S100 (Site Location Plan)

E16-029/SIT000 A (Existing Site Plan)

E16-029/EXE001 B (Existing South & North Elevations)

E16-029/EXE002 B (Existing East & West Elevations)

E16-029/EXP000 D (Existing Level 0 Plan)

E16-029/EXP001 D (Existing Level 1 Plan)

E16-029/EXP002 D (Existing Level 2 Plan)

E16-029/EXP003 C (Existing Roof Level)

E16-029/EXS001 B (Existing Sections 1-2)

E16-029/PRE001 E (Proposed South & North Elevation)

E16-029/PRE002 F (Proposed East & West Elevation)

E16-029/PRP000 F (Proposed Level 0 Plan)

E16-029/PRP001 H (Proposed Level 1 Plan)

E16-029/PRP002 I (Proposed Second Floor Level)

E16-029/PRP003 L (Proposed Third Floor Level)

E16-029/PRP004 C (Proposed Roof Level)

E16-029/PRS001 C (Proposed Sections 1-2)

Daylight and Sunlight Report (received 15/03/2018)

Design and Access Statement (received 31/05/2018)

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 No site works or works on this development including construction work shall commence until a 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 policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 5 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the

Sustainable Design and Construction SPD (adopted April 2016) and Policy 7.15 of the London Plan 2016.

- 6 Prior to occupation of the development the proposed parking spaces within the parking area as shown on Drawing. E16-029/PRP000 REV.F submitted with the planning application and the access to the parking area from public highway shall be provided and the access to the parking spaces shall 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 the 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.

- 7 Prior to occupation of the development, Cycle parking spaces shall be provided in accordance with Drawing. E16-029/PRP000 REV.F and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

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

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2016.

- 9 The premises shall be used for B1(a) and for no other purpose (including any other purpose in Class B of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

- 10 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).

RECOMMENDATION III:

- 1 That if an agreement has not been completed by 31 August 2018, that unless otherwise agreed in writing, the Head of Development Management should REFUSE the application 18/1678/FUL under delegated powers for the following reasons:

1. The proposed development does not include any provision to submit a full travel and monitor its progress, contrary to policy CS9 of Barnet's Adopted Core Strategy (2012) and policy DM17 of the Adopted Development Management Policies DPD (2012).

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 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.

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

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

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy,

please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

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

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

Relief or Exemption from CIL:

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

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

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

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

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

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

- 3 A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.
- 4 Refuse collection points should be located within 10 metres of the Public Highway. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department.

- 5 The applicant is advised that an application under the Highways Act (1980) will need to be submitted for any works proposed on public highway to facilitate the development. The works on public highway shall either be carried out under S184 or S278 of the Highways Act (1980). As part of the application, the applicant shall submit proposed design and construction details to Development Team for approval. The applicant is also advised that any consequential damage to public highway as a result of the development proposal shall be borne by the applicant.

The applicant is advised that photographic survey shall be undertaken of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

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

- 6 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 minimize 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.

- 7 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

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

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

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

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

Officer's Assessment

1. Site Description

The application site is located on the northern side of Cornwall Avenue and consists of a three-storey office building. Immediately to the rear and attached to the subject building is County House, a four-storey office building. This is indicated as being within the control of the applicant but does not form part of the proposed development. The site is located within the Finchley Church End town centre.

The site's context comprises of three-storey mixed-use buildings on Ballards Lane to the east, with commercial units on the ground floor and residential flats on the upper levels. Cornwall Avenue is predominately residential with two-storey, semi-detached and terraced properties. Immediately adjacent to the site are Barton House and Bridford House, two-storey semi-detached dwellings with rooms in the roofspace.

2. Site History

Reference: C00062K/06

Address: Aston House, Cornwall Avenue N3 1LF

Decision: Approved subject to conditions

Decision Date: 05/02/2007

Description: 1 No. externally illuminated sign and 1 No. internally illuminated logo sign

Reference: C00062J/06

Address: Aston House, Cornwall Avenue N3 1LF

Decision: Approved subject to conditions

Decision Date: 05/02/2007

Description: Installation of new aluminium entrance doors, new glass canopy and an entrance gate.

3. Proposal

The application seeks the construction of a three-storey side extension with under-croft at ground floor and canopy to front elevation, two-storey rear extension at second and third-floor levels and additional fourth-storey. The proposal also involves alterations to the front entrance door and installation of air conditioning units to the rear of the building.

The proposal will provide an additional 399sqm of office space.

The proposal has been amended during the application, consisting of the following amendments:

- Reduction of size of side (east) elevation windows facing Ballards Lane;
- Reduction of proposed extension at second floor level - further stepped away from Barton House;
- Re-arrangement of third floor extension to reduce rear projection;
- Removal of third floor external terrace facing Barton House.

4. Public Consultation

Consultation letters were sent to 226 neighbouring properties.

8 responses have been received, comprising 7 letters of objection and 1 letter of comment.

The objections received can be summarised as follows:

- Overdevelopment
- Proposed extensions appear bulky
- Not in keeping with residential area
- Proposed external materials are out of character with the street scene
- Impact on sunlight on properties along Ballards Lane
- Overbearing appearance of proposed extensions
- height will exceed residential properties adjacent
- Reduction of natural light
- Increase of vehicles associated with the proposed extension
- Presence of a Thames Water drain pipe along the rear boundaries of Ballards Lane into Aston House car park

The representations received can be summarised as follows:

- No objection provided that a condition is added to provide adequate parking space for any extra vehicles

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.

The London Plan is currently under review. Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the adopted London Plan

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, CS6, CS9, CS15.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM11, DM14, DM17

Supplementary Planning Documents

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:

- Provision of new office accommodation;
- 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; and
- Highways safety and parking.

5.3 Assessment of proposals

Provision of new office accommodation

Policy DM14 of the Barnet Development Management Policies Document requires that all proposals for new office space should follow a sequential approach which considers town centre sites before edge of centre sites. The reasoning behind this is so to continue and contribute to the vitality of Barnet's town centre. Edge of centre proposals will need to demonstrate that there are no town centre sites available.

Aston House is an established office building located within the Finchley Church End town centre and therefore the principle of additional office accommodation, subject to compliance with relevant policies, is considered to meet the objectives of Barnet Local Plan policies CS8 and DM14.

Impact on the character and appearance of the host building, street scene and surrounding area

Policy DM01 expects that development proposals should be based on an understanding of local characteristics and should respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The proposed side extension, excluding the additional top storey, would match the scale and height of the existing building and as such this element of the scheme is considered to be acceptable. Whilst it would extend to the side boundary, a separation distance of approximately 12m would remain between the rear elevations of properties in Ballards Lane. In terms of character and visual appearance, this is considered to be acceptable as it retains a visual distinction between Ballards Lane and Cornwall Avenue and does not create a terracing effect.

In terms of scale and massing of the overall development, it is considered that the proposed side extension and additional fourth-storey, when viewed from the junction at Ballards Lane, would be viewed together with the higher density buildings along Ballards Lane. Whilst the overall height would be slightly taller than the buildings along Ballards Lane, this is not considered to be to such an extent that the proposal would appear excessively dominating within the street scene. The proposed fourth-storey has been stepped back from the front and side elevations in order to reduce its visual impact. From street scene level outside the front elevation, the views of the fourth-storey would be limited due to its set-back. From Ballards Lane, views of the proposed rear extension would not be available.

The context of Cornwall Avenue differs from that of Ballards Lane, with buildings being residential in nature and of smaller building heights. As such views of the proposed fourth-storey and rear extensions become more readily visible. The proposed front element of the fourth-storey has been stepped further away from the side elevation (approx. 5m) which is considered to help successfully reduce the visual massing. As you travel along Cornwall Avenue towards the application site, views of the site are seen in conjunction with the higher density buildings of Ballards Lane. For these reasons, it is considered that the additional fourth-storey does not have a harmful effect on the character and appearance of the street scene. The fourth storey then projects back out towards the rear of the site. It would be set back approximately 8m from the existing front elevation. Due to its siting and set-back, this element of the scheme is considered to be acceptable and would not have a detrimental impact on the character and appearance of the street scene and surrounding area. The proposed side extension would appear in scale to the existing building. From Cornwall Avenue, views of the rear extension would be limited.

The extensions are proposed to be constructed with curtain wall panels which will consist of a combination of glazed panels, dark grey aluminium panels and metal perforated panels. This provides a visual contrast to the existing brick building. This material will only represent a proportion of the overall building and is considered acceptable for the context of a commercial building located in a town centre.

Impact on the amenity of neighbouring occupiers

There are residential properties located to the east along Ballards Lane and to the west along Cornwall Avenue which are likely to be most affected by the proposed development.

In terms of overlooking, it is acknowledged that the building is used as offices and therefore will not have the same impact as if the site consisted of residential dwellings. Between the proposed eastern elevation and the rear elevations of Ballards Lane, there is an approximate separation distance of 12m. The applicant has amended the eastern elevation to reduce the number of windows and clear glazing. There will be a number of windows which will be fitted with metal perforated panels which will act as an alternative design solution to obscure glazing. This in combination with the revised eastern elevation plans is considered to be acceptable and would not result in a harmful impact in terms of

overlooking to the residents of Ballards Lane. On the western elevation, the windows on the proposed second floor closest to Barton House and Bridford House will be fitted with the perforated panels to prevent direct overlooking. Clear glazing will be inserted further down the rear projection where it steps in from the side elevation. It is considered that the stepped back siting of this element would prevent direct overlooking of the rear gardens and the views back towards the rear elevations would be at an angle. The third floor is further stepped back and any potential views towards the neighbouring windows would again be at an angle. For these reasons, the proposal is not considered to result in any significant harm in terms of overlooking to the neighbouring properties at Barton House and Bridford House.

In terms of potential overbearing impact from the extensions, it is considered that the separation distance and the stepped nature of the fourth floor does not result in a harmful overbearing appearance from the Ballards Lane properties. On the western elevation, the applicant has submitted revised drawings which further reduce and re-arrange the massing along this side. The proposed second floor would be set back approximately 2.1m at its closest point to Barton House, increasing to 3.5m. At third floor level, the separation distance would measure approximately 2.8m at its closest point to Barton House, increasing to 6.5m. It is now considered the impact on the adjacent properties has been sufficiently addressed and the impact reduced to an acceptable level.

The applicant has undertaken and submitted a Daylight/Sunlight report which assesses the proposed impact on the neighbouring properties. On Ballards Lane, the report finds that the majority of windows and rooms facing the development meet the BRE guidelines for both VSC and daylight distribution. There is only one window that does not fully meet the guidelines. It is overhung by an existing roof and meets the criteria for daylight distribution. In relation to Barton House, immediately adjacent, the majority of windows and rooms within this property would meet BRE guideline. There are a number of existing windows along the eastern elevation (facing the existing Aston House) of this property which currently experience poor levels of daylight. These calculations have been based on the original drawings which have been subsequently amended and the massing reduced and further stepped away from Barton House. As such, the proposal is not considered to have a harmful impact in terms of loss of light to any of the neighbouring properties.

Highways Safety and Parking

Policy DM17 expects new developments for office accommodation to provide parking in accordance with the London Plan standards.

The Council's Traffic and Development service has reviewed the proposal and comments that there are no changes being proposed to the existing vehicular access, however the applicant is proposing to reduce the available off-street parking from 12 to 10 car parking spaces. Although the car parking provision is being reduced and the proposed size being increased, the provision of 10 spaces is still well within the London Plan requirements. In considering that the site is located within a CPZ zone, is located within a town centre location within walking distance of local amenities and has a PTAL level of 4, on balance the proposal is not expected to have a detrimental impact on the surrounding public highway. As such the proposal is considered acceptable on highways grounds. The Highways Officer has commented that the applicant is required to submit a full travel plan and provide a contribution towards the monitoring of the travel plan. This will be secured as part of a legal agreement.

The refuse collection arrangement is to remain as per the existing arrangement.

5.4 Response to Public Consultation

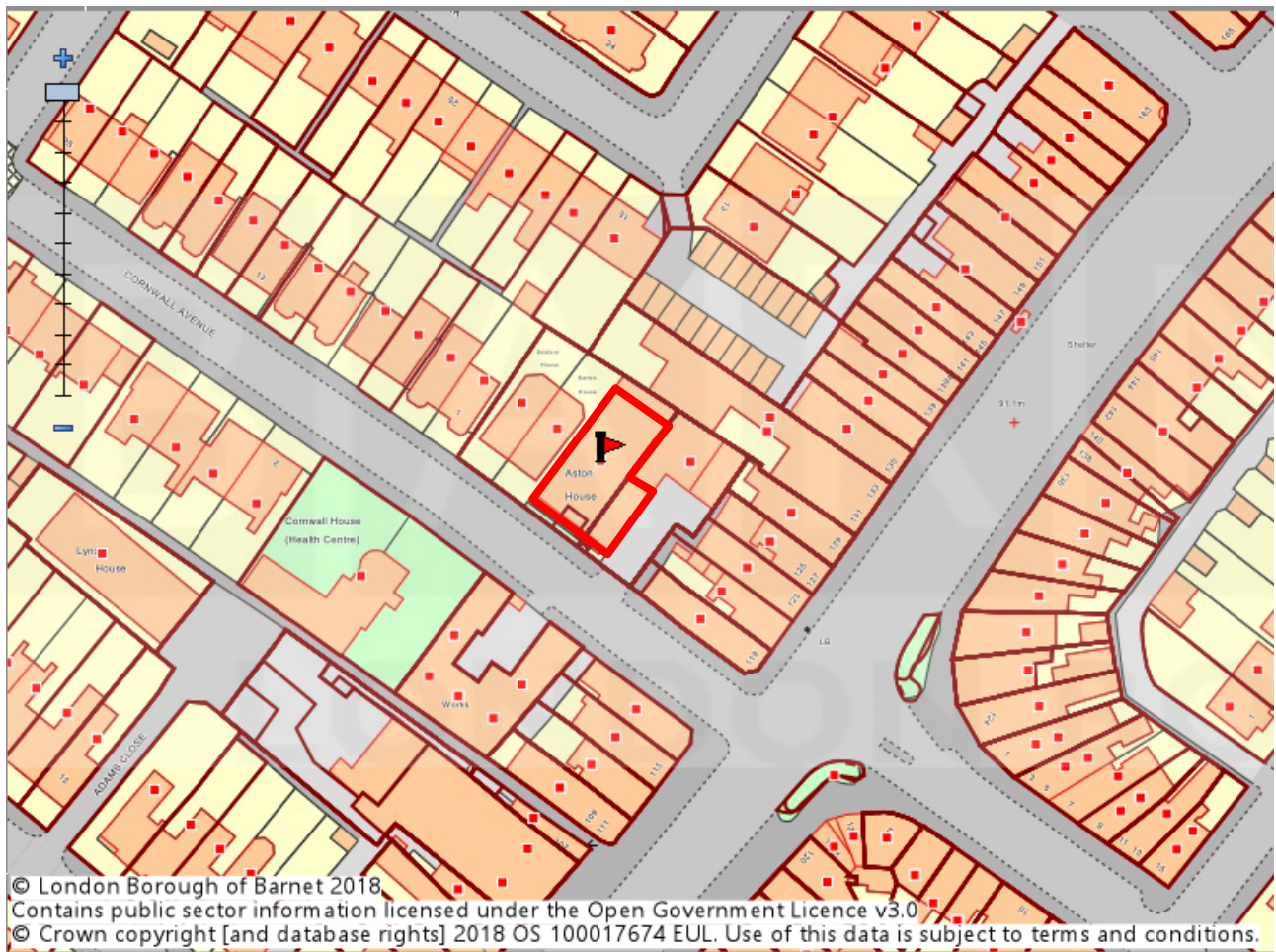
The majority of issues raised within the submitted representations have been addressed in the assessment section above. The potential impact upon the Thames Water drain pipe is not a material planning consideration and is covered by other legislation.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

Having taken all material considerations into account, it is considered that subject to the completion of a legal agreement and 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 or on the public highway. This application is therefore recommended for approval.



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