

Location 1 & 7 Station Road London NW4 4FA

Reference: 20/3704/FUL Received: 11th August 2020
Accepted: 12th August 2020

Ward: West Hendon Expiry 7th October 2020

Case Officer: Olivia Fuller

Applicant: Mr Avi Dodi

Proposal: Change of use of ground floor offices to 2no self contained flats. Associated refuse/recycling area and cycle store. Alterations to front elevation including additional doors and changes to fenestration [AMENDED ADDRESS & DESCRIPTION]

OFFICER'S RECOMMENDATION

Approve subject to s106

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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 their 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. - Amendment to Traffic Management Order - £2,151.31
- Monitoring Fee - £103.62
- Loss of Employment Floorspace - £25,000

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Service Director for Planning and Building Control approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Service Director for Planning and Building Control:

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

575/PL/601 - Rev A - Existing Plans
PL575/620 - Rev A - Existing South Elevations
575/PL/801 - Rev B - Proposed Plans
PL575/820 - Rev A - Proposed South Elevations
575/PL/010 - Rev A - Site Location Plan and Existing Block Plan

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

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

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

- 3 The materials to be used in the external surfaces shall match those illustrated in the existing building

Reason: To safeguard the visual amenities of the building and surrounding area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 4 a) Notwithstanding the approved plans, prior to the first occupation of the units hereby approved, details of cycle parking for a minimum of 3 (long stay) cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards - including the type of stands, gaps between stands, location and type of cycle store proposed - shall be submitted to and approved in writing by the Local Planning Authority.

b) Thereafter, before the development hereby permitted is first occupied, those cycle spaces shall be provided in accordance with the approved details and shall not be used for any purpose other than parking of cycles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking

of bicycles in the interests of pedestrian and highway safety and the free flow of traffic 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.

- 5 a) Before development commences, a scheme of proposed air pollution mitigation measures shall be submitted to and approved in writing by the Local Planning Authority.
- b) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and Policy 5.3 of the London Plan 2015.

- 6 a) No development shall take place until a scheme of proposed noise mitigation measures against externally generated traffic/mixed use noise has been submitted to and approved in writing by the Local Planning Authority.
- b) The mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or the first occupation of the development and retained as such thereafter.

Reason: To ensure the amenities of occupiers are not prejudiced by traffic/mixed use noise in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013), and 7.15 of The London Plan 2015.

- 7 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).

- 8 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.

9 Prior to first occupation of the dwellings hereby approved:

- The existing footpath to the front of 1 Station Road shall be re-directed to run adjacent to the front boundary wall and return along the side of the driveway and the lawn extended to cover the restored area.
- The existing lawned area to the front of 7 Station Road shall be extended to cover the windows of the proposed dwelling

Reason: To ensure that the proposed development provides the future occupiers with adequate levels of privacy, in line with Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and Policy D6 of the London Plan 2021.

RECOMMENDATION III:

1 That if the above agreement has not been completed or a unilateral undertaking has not been submitted within three months of the date of resolution unless otherwise agreed in writing, the Service Director for Planning and Building Control REFUSE the application 20/3704/FUL under delegated powers for the following reason(s):

The proposed development does not include a formal undertaking to enable an amendment to the Traffic Regulation Order and contribution towards the associated monitoring costs to mitigate the on-street parking impact in the vicinity of the site, leading to increased kerbside parking and conditions detrimental to the free flow of traffic and highway and pedestrian safety, being contrary to Policies CS9 and CS15 of the Local Plan: Core Strategy (2012), Policy DM17 of the Local Plan: Development Management Policies (2012) and the Planning Obligations SPD (adopted April 2013)

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

OFFICER'S ASSESSMENT

1. Site Description

The application site relates to two office units at Nos. 1-7 Station Road, within the West Hendon ward. The wider site to which the units relate was implemented following planning permission under ref no. H/01827/11, for 18 residential units and 2 office units. The existing office units remain vacant. The character of the properties in the immediate vicinity of the site is that of residential terraced properties.

West Hendon Broadway is close to the site, which benefits predominantly from commercial units at ground and residential over the upper floors.

The application site does not reside within a designated Conservation Area, nor does it contain a locally or statutory Listed Building.

The application site is conveniently located with ease of access to transport facilities and local amenities, with a PTAL rating of 3.

2. Relevant Site History

Reference: H/01827/11

Address: Deerfield & West Hendon Social Club, 1-3 Station Road, London, NW4 4QA

Decision: Approved subject to conditions

Decision Date: 31 January 2012

Description: Demolition of existing buildings on site and construction of a part 3 part 4 storey building of 18 residential units and 2 Office (Class B1a) units with off street parking at lower ground level for 16 vehicles.

Reference: 17/4493/FUL

Address: 1 Station Road, London, NW4 4FA

Decision: Approved subject to conditions

Decision Date: 22 August 2017

Description: Creation of 1x two bedroom self-contained flat at third floor level.

Reference: 17/5483/FUL

Address: 1 Station Road, London, NW4 4FA

Decision: Approved subject to conditions

Decision Date: 11 October 2017

Description: Retention of 1no self-contained unit at third floor level at the south east side of Block B (Retrospective Application)

Reference: 18/4233/RCU

Address: 1 Station Road, London, NW4 4FA

Decision: Approved subject to conditions

Decision Date: 22 November 2018

Description: Conversion of 2 x 2 bedroom duplex flats to provide 4 x 1 bedroom flats at 1st and 2nd floor level (Retrospective application)

Reference: 18/5408/FUL

Address: 1 Station Road, London, NW4 4FA

Decision: Approved subject to conditions

Decision Date: 29 July 2019

Description: Extension to 2no existing commercial units at ground floor level and existing residential units at upper levels, including a three storey front extension to an existing part three, part four storey building with extension to existing lower ground floor level. Associated alterations to landscaping,

Reference: 18/5527/NMA

Address: 1 Station Road, London, NW4 4FA

Decision: Approved

Decision Date: 5 October 2018

Description: Non-material amendments to planning permission 17/4493/FUL dated 17/07/2017 for 'Creation of 1x two bedroom self-contained flat at third floor level.' Variation to include replacement of north facing terrace with a south facing winter garden

3 Proposal

This application seeks to convert, the existing ground floor office units into 2no. self contained flats. Associated refuse/recycling area and storage. Alterations to the front fenestration and replacement of existing door.

Flat 1-A - 2bed 3person unit with a GIA of 84.8m²

Flat 1A - 1bed 1person unit with a GIA of 39.4m².

No car parking is provided for the units.

4. Public Consultation

Consultation letters were sent to 117 neighbouring properties. 5no objections have been received, these are summarised below:

- Harm to amenity of neighbours
- Loss of privacy
- Overdevelopment of local area
- Lack of parking

5. Planning Considerations

5.1 Policy Context

Revised 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 Revised National Planning Policy Framework (NPPF) was published in February 2019. 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 Revised 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 2021

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. 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, CS8. CS9.
- Relevant Development Management Policies: DM01, DM02, DM04, DM08, DM14, DM17.

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

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi-detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.

- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.

- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

Sustainable Design and Construction SPD (adopted October 2016)

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

Preliminary Matters

This application was submitted prior to the amendment to the amendment of the Use Class Order on 1st September 2020. Regulation 4 of Statutory Instrument 2020 No. 757 which amended the Use Classes Order, confirms that applications submitted prior to 1st September 2020 that make reference to the old use classes should be determined by referencing those use classes.

As such, the rest of the report will be determined referencing the office units as falling within 'Class B1' rather than the current Class E description.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- i. The principle of flats in this location
- ii. Loss of B1 office space
- iii. Whether the proposal provides satisfactory living accommodation for future occupiers

- iv. Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality
- v. The impact on the amenities of neighbouring occupiers
- vi. Parking and highways
- vii. Cycle Storage
- viii. Refuse and recycling storage.
- ix. Accessibility and Sustainability

5.3 Assessment

Principle of conversion into flats in this location

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.

The Council recognises that flatted developments can make an important contribution to housing provision, in particular smaller units and that they can make more efficient use of urban land, however they normally involve an intensification of use creating more activity and can adversely affect the appearance of a street through, for example, the provision of car parking and refuse facilities, that can have an unacceptable impact on the established character of an area.

As noted, the wider site to which the units relate was implemented following planning permission under ref no. H/01827/11, for 18 residential units and 2 office units. Taking into consideration the wider development of No 1-11 Station Road, the principle of flatted development is considered to be acceptable in principle.

Loss of B1 office space

This application seeks to convert the existing B1 office units to residential flats.

In regards to the loss of Use Class B1, Policy DM14 of Barnet's Development Management Policies Document DPD (2012) states that:

- i) Proposals which result in a redevelopment or change of use of a Locally Significant Industrial Site, Industrial Business Park or Business Location as shown on the Proposals Map to a non B Class use will not be permitted.
- ii) Outside these locations loss of a B Class use will only be permitted where it can be demonstrated to the council's satisfaction that a site is no longer suitable and viable for its existing or alternative business use in the short, medium and long term and a suitable period of effective marketing has been undertaken. Where this can be demonstrated the priority for re-use will be a mixture of small business units with residential use.
- iii) Office space (Class B1) should be retained in town centres and edge of centre locations. Loss of office space (Class B1) will only be permitted in town centres and edge of centre locations where it can be demonstrated to the council's satisfaction that a site is no longer suitable and viable for its existing or alternative business use in the short,

medium and long term and a suitable period of active marketing has been undertaken. Where this can be demonstrated the proposal will be expected to provide appropriate mixed use re-development which provides some re-provision of employment use, residential and community use.

iv) Proposals to redevelop or reuse an existing employment space which reduces the levels of employment use and impacts negatively on the local economy will be resisted.

v) Where appropriate, loss of employment space will be expected to provide mitigation in the form of contributions to employment training.

The application site does not reside within a Locally Significant Industrial Site, Industrial Business Park or Business Location as shown on the Proposals Map.

The application site does not reside within a Town Centre location.

Policy DM14 states that:

'Effective marketing is where a site has been continuously actively marketed both for sale and rent for a period of 12 months at an appropriate price which can be agreed in advance with the council'.

The applicants have provided several documents to evidence effective marketing at the application site.

Grovelands (Estate Agents) have been marketing the units since July 2017. The Grovelands website indicates that the use of the units are A1/A2 and B1 use, making specific reference to office use at the site. The applicants have indicated A1/A2 was added to the marketing, due to the lack of interest in B1 use.

Correspondence from the Estate Agents have confirmed that interest was received for a beauty salon, after school club, restaurant, café/shisha, however none in respect of B1 use.

Additionally, the applicants have provided correspondence from SN Lettings. These estate agents confirmed that marketing occurred on the in-house database on January 2017 and the units were live online in March 2017. The units were marketed on their website and through mail and regular email circulation. SN lettings note that few enquiries have been received, these have largely been in relation to alternative and unsuitable uses rather than B1 use.

Following an assessment of the price per sqm of several local offices in West Hendon, officers are satisfied that the units were marketed at an appropriate price. Since construction, the units have not been in use as B1. The units have been effectively marketed at an appropriate price for more than 12 months. The Council are therefore satisfied that the site is no longer suitable and viable for its existing or alternative business use in the short, medium and long term and a suitable period of effective marketing has been undertaken. The proposal complies with Policy DM14 in this regard.

Within the lifetime of the application, the Council's S106 Employment and Skills Officer was consulted to determine if the change of use would require a contribution for the loss of employment floor space. The S106 Officer took into consideration the fact that the site had undertaken marketing for the office space, and that the site had been vacant for over 4

years. In this instance, a financial contribution of £25,000 (more than 50% of the required calculation) towards site's loss of employment floorspace is required.

The financial contribution is to be paid to the Council, prior to commencement of the development. The Council will utilise the contribution to support local economic development initiatives, including but not limited to, employment and skills training and business support, in the administrative area of the borough of Barnet.

Whether the proposal provides a satisfactory living environment for future occupiers

Floorspace standards:

The London Plan sets a minimum Gross Internal Floor Area flats based on a standard set for the number of bedrooms(b) and persons-bedspaces (p). Table 3.3: Internal layout and design requirements of Barnet's Sustainable Design SPD (Oct 2016) states that bedrooms should meet the following requirements.

- Single bedroom: minimum area should be 7.5 m² and is at least 2.15m wide;
- Double/twin bedroom: minimum area should be 11.5 m² and is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

The proposed units are as follows:

Flat 1-A - 2bed 3person unit with a GIA of 84.8m² (61m² required)

Flat 1A - 1bed 1person unit with a GIA of 39.4m² (39m² required)

Both flats meet the relevant minimum standard for internal floorspace.

The London Plan sets a requirement for at least 75% of a new dwelling to be over 2.5 metres in height. It should be noted the Sustainable Design and Construction SPD also states 'To address the unique heat island effect of London and the distinct density and flatted nature of most of London's residential development, a minimum ceiling height of 2.5 metres for at least 75% of the dwelling area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.' The agent has confirmed that the units measure an internal head height of at least 2.5m.

Outlook, light and privacy:

Policy DM01 states that 'Development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users'.

In terms of daylight, sunlight and outlook it is noted that all habitable rooms within the units benefit from adequate fenestration. The units have been designed to ensure that the future occupiers would benefit from sufficient levels of both daylight, sunlight and outlook.

With regard to the levels of privacy, it is noted that the units are set back from the public footpath (4.5m set back at 1 Station Road and 7.3m set back at 7 Station Road). Whilst the set back would enhance levels of privacy, the arrangement is considered acceptable in the context of the wider residential scheme.

It is noted that the only window serving the bedroom of the unit at 1A is positioned to the side of unit in close proximity to the bin/recycling store, with further dwellings in the block

to the rear. Due to this arrangement, it is likely that other residents would pass this window with some regularity. However, whilst the Council accepts that this is not an ideal arrangement, taking into consideration the wider context of the arrangement of other properties along Mapesbury Mews and the separation provided by the dwarf wall and defensible space in front of the window, it is not considered to warrant refusal in this case.

Stacking:

Policy DM04 of the Development Management Document (2012) part d. states that proposals will be refused if it leads to an unacceptable level of noise and disturbance unless the scheme can demonstrate any mitigation measures.

It is noted that unit 10 would be sited above Flat 1-A and Unit 18 would be located above Flat 1A. The proposal does not comply with Residential Design Guidance concerning stacking. However, the agent has agreed for a condition to be attached for Pre-Completion Sound Insulation Test Certificates to be submitted to the Council.

Outdoor amenity space:

Section 8.4 of Barnet's Local Plan SPD: residential design guidance states: "in designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to outdoor amenity space that is not overlooked from the public realm and provides reasonable level of privacy".

Table 2.3 within the Sustainable Design and Construction SPD indicates that for flats, outdoor amenity space should be 5 m² per habitable room. Rooms over 20m² should be counted as two habitable rooms.

Whilst the units would not have direct access to private amenity space, it is noted that the wider development benefits from communal amenity space to the rear. This amenity space measures approximately 240m² and can be accessed from a side gate toward the northern boundary of the wider site. The applicants have confirmed that future occupiers would have access to this space. Taking into consideration the mixture of private and communal amenity space serving the development as a whole, the Council consider that the units would be provided with sufficient amenity space and would therefore provide satisfactory living environment for future occupiers.

The site also resides within close proximity to Malcolm Park (0.3 miles distance from the site) and York Park (0.4 miles distance from the site). These nearby open spaces would supplement the on-site communal amenity space provision.

In assessment, the on-site communal amenity space provision is considered acceptable and the development is considered to provide satisfactory living environment for future occupiers.

Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality

Paragraph 131 of the NPPF states that 'in determining applications, local planning authorities should take account of the desirability of new development making positive contribution to local character and distinctiveness.' Thus, any proposal should respect the

local character and either preserve or enhance it. This is compliant with policies DM01 and CS05 of the Local Plan DPD.

This application proposes alterations to the fenestration on the front façade of the existing units, the alterations are as follows:

- Existing door of No.1 modified to match the window above.
- Existing door of No.7 modified to match the window above.

It is noted that care has been taken to ensure that the alterations are of a similar design to the existing fenestration on the units located on the upper floors of the existing development at Nos. 1-11 Station Road. The alterations to the front facade are considered to relate sympathetically to the residential character of the wider residential development. As such, no concerns have been raised regarding the impact of the proposal on the character and appearance of the flats and surrounding area.

Impact on the amenities of neighbours

It will be important that any scheme addresses the relevant development plan policies including DM01 (of the Barnet Local Plan), and the guidance contained in the Barnet Supplementary Planning Documents 'Sustainable Design and Construction' and 'Residential Design Guidance.' In respect of the protection of the amenities of neighbouring occupiers, this will include taking a full account of all neighbouring sites.

As noted, the current units form part of a wider scheme of 18 residential units. The proposed conversion would result in an additional occupancy of 4 persons. Taking into consideration the context of the local area together with the existing relationship between the host building and neighbouring properties, officers are satisfied that the slight increase in occupancy at the application site would not result in adverse impacts on the amenity of adjoining occupiers above and beyond that already present within the site and surrounding uses.

Residential use is accepted on site and it is considered that there would be no significant additional impact on the residential amenities of the neighbouring occupiers as a result of the conversion. Thus, it was found that the proposed development will have an acceptable impact to the neighbouring properties.

Parking and highways

The Highways Department were consulted during the lifetime of the application.

Highways outlined that the change of use of the ground floor units to 2no. self-contained flats is unlikely to have a significant highways impact. It is noted that a maximum of 1-2.5 parking spaces are required, however given that the site is in a Controlled Parking Zone (CPZ), the Highways department considered a car free scheme would be acceptable, subject to a CPZ permit restriction. Therefore, the applicant is required to enter into a S106 agreement to restrict the future occupiers to obtain CPZ parking permits, as such the development is considered to comply with Policy DM17.

Cycle Storage

Cycle parking needs to be provided in accordance with London Plan Cycle Parking Standards. A condition will be included to require final details of the cycle enclosure including height and materials to ensure there is no impact to visual amenity to the neighbours.

In line with the London Plan Cycle Parking Standards, 3 spaces need to be provided for the proposal. A condition to that effect has been proposed

Refuse and recycling storage

The existing refuse storage at the application site is considered acceptable for the proposed units.

Accessibility and Sustainability

Conditions would be attached to any permission to ensure the integration of water saving and efficiency measures insofar as a maximum of 105 litres of water consumption per person per day to comply with Policy SI 5 of the London Plan (2021) and a reduction of CO2 emissions over Part L of the 2013 Building Regulations in accordance with the requirements of Policy SI 2 of the London Plan (2021).

5.4 Response to Public Consultation

- Harm to amenity of neighbours

Covered in the main body of the report. However in terms of the increased comings and goings, given the scale of the units coupled with the residential nature of the wider area it is not considered that the uplift in occupancy at the site would harm the amenity of the neighbouring occupiers to an extent that would warrant a refusal.

- Loss of privacy

The alterations to the units to facilitate the change of use would be minor and are not considered to adversely impact on the privacy of neighbouring occupiers. Whilst it is accepted that the development is not ideal in terms of privacy, with particular reference to the bedroom of the unit proposed at 1 Station Road, taking into consideration the set back of the units from the public footpath, coupled with the ground floor arrangement of the wider scheme it is not found that the levels of privacy afforded to the units would warrant a refusal in this case.

- Overdevelopment of local area

The current units form part of a wider scheme of 18 residential units. The proposed conversion would result in an additional occupancy of 4 persons. Taking into consideration the context of the local area, officers are satisfied that the slight increase in occupancy at the application site would not result in adverse impacts on the amenity of adjoining occupiers above and beyond that already present within the site and surrounding uses.

- Lack of parking

Covered in the main body of the report. The scheme would be car-free. Highways outlined that the change of use of the ground floor units to 2no. self-contained flats is unlikely to

have a significant highways impact. It is noted that a maximum of 1-2.5 parking spaces are required, however given that the site is in a Controlled Parking Zone (CPZ), the Highways department considered a car free scheme would be acceptable, subject to a CPZ permit restriction for future occupiers.

6. Equality and Diversity Issues

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

7. Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions and entering into a S106 agreement for the loss of employment space and to restrict car-parking permit access, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality and would not have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for APPROVAL.

