

Location 90 The Ridgeway London NW11 9RU

Reference: 21/5834/FUL Received: 3rd November 2021
Accepted: 4th November 2021

Ward: Childs Hill Expiry 30th December 2021

Case Officer: Sinead Normoyle

Applicant: BY Developments

Proposal: Conversion of the existing dwelling into 3no self-contained flats including part single, part two storey side and rear extension, roof extension involving 1no side and rear dormer window

OFFICER'S RECOMMENDATION

Approve subject to conditions

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)

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

090RI-A-01-001
090RI-A-01-002
090RI-A-02-001
090RI-A-02-002
090RI-A-03-001
090RI-A-03-002
090RI-A-03-003
090RI-A-03-006
090RI-A-05-001
090RI-A-05-002
090RI-A-06-001

090RI-A-06-002
090RI-A-06-003
090RI-A-06-004

09-ORI-A-01-001
09-ORI-A-01-002
09-ORI-A-01-101
09-ORI-A-01-102
09-ORI-A-03-101
09-ORI-A-03-102
09-ORI-A-03-103
09-ORI-A-03-106
09-ORI-A-05-101
09-ORI-A-05-102
09-ORI-A-06-101
09-ORI-A-06-102
09-ORI-A-06-103
09-ORI-A-06-104

Transport Statement April 2021,
Location Plan,
Planning Statement.

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) 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); CS14 of the Adopted Barnet Core Strategy DPD (2012); and Policies D6 and SI7 of the London Plan 2021.

- 4 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).

- 5 a) Before the development hereby permitted is first occupied, details of the sub-division 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).

- 6 The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

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).

- 7 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 wholesome 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. Any use of grey water and/or rain water systems needs to be separate from the potable (wholesome) water system and needs to meet the requirements and guidance set out in Part G of the Building Regulations.

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), Policy SI 5 of the London Plan 2021 and Barnet's Sustainable Design and Construction SPD (2016).

- 8 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 6% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

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

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

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

- 10 Before the development hereby permitted commences details of the proposed parking spaces and vehicular access to those spaces shall be submitted to and approved in writing by the Local Planning Authority and that area shall not thereafter be used for any purpose other than the parking and turning of vehicles.

Reason: To ensure that parking and associated works are provided in accordance with the Council's standards in the interests of pedestrian and highway safety and the free flow of traffic in accordance with Policy CS9 of the Local Plan Core Strategy (adopted September 2012) and Policy DM17 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 11 Before the building hereby permitted is first occupied the proposed window(s) in the side elevation at first and second floor level facing 92 The Ridgeway shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

- 12 Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no windows or doors, other than those expressly authorised by this permission, shall be placed at any time in the side elevation(s), of the extension(s) hereby approved, facing 88 or 92 The Ridgeway.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 13 a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:
- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
 - ii. site preparation and construction stages of the development;
 - iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
 - iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
 - v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
 - vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
 - vii. noise mitigation measures for all plant and processors;
 - viii. details of contractors compound and car parking arrangements;
 - ix. details of interim car parking management arrangements for the duration of construction;
 - x. details of a community liaison contact for the duration of all works associated with the development.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

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

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

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.
- 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 £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a payment under Barnet CIL.

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

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

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

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

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

Relief or Exemption from CIL:

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

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

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

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

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

Please visit

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

- 3 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.

- 4 The applicant must submit an application under Section 184 of the Highways Act (1980) for the proposed vehicular access. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant. 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, 2 Bristol Avenue, Colindale, NW9 4EW.
- 5 Damage to public highway as a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be extraordinary traffic for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

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

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

clean and tidy condition.

If a concrete pump lorry is operated from the public highway, the surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.

- 6 The developer is informed that hoarding, scaffolding, crane and skips on or abutting the public highway require a licence. To make an application for these licences please contact the councils Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email highwayscorrespondence@barnet.gov.uk.
- 7 The applicant is advised that due to the large number of schools and school children in the area that site deliveries during the construction period should not take place between 0800 hrs to 0900hrs and 1500 hrs to 1600 hrs. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.

OFFICER'S ASSESSMENT

1. Site Description

The application site contains a two-storey detached single family dwelling consisting of 4 bedrooms located on the south side of The Ridgeway which is predominantly residential in character.

The property is characterised with two storeys with a large front gable and front dormer window with a pitched roof mirroring the neighbouring property.

The surrounding area is predominantly residential comprising a mixture of two-storey detached, semi-detached and terraced residential properties. Wessex Gardens Primary School is located approximately 322 metres away from the site to the southwest. The site lies within walking distance from Golders Green Town Centre location including a primary shopping area and a wide range of local facilities.

The property is not listed and does not fall within a designated conservation area.

2. Site History

Reference: 21/1100/192
Address: 90 The Ridgeway, London, NW11 9RU
Decision: Lawful
Decision Date: 29 April 2021
Description: Erection of an rear outbuilding

Reference: C14641A/02
Address: 90 The Ridgeway, London, NW11 9RU
Decision: Approved subject to conditions
Decision Date: 15 April 2002
Description: Two storey side extension.

Reference: C14641/01
Address: 90 The Ridgeway, London, NW11 9RU
Decision: Refused
Decision Date: 18 December 2001
Description: Two storey side extension following removal of existing garage.

Reference: C14641B/02
Address: 90 The Ridgeway, London, NW11 9RU
Decision: Approved subject to conditions
Decision Date: 3 September 2002
Description: Demolition of existing garage and erection of part single, part two storey side extension.

3. Proposal

Conversion of the existing dwelling into 3no self-contained flats including part single, part two storey side and rear extension, roof extension involving 1no side and rear dormer window.

4. Public Consultation

Consultation letters were sent to 52 neighbouring properties.

Five objects were received:

- o Too many flats,
- o Poor design,
- o Disturbance,
- o Appearance of the front of the building,
- o Overpopulating the area,
- o Car parking,
- o Party wall
- o Overlooking,
- o Change in character,
- o Noise,
- o Detrimental effect on mental health.

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 revised National Planning Policy Framework (NPPF) was published on 19th 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, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. 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 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and supersedes the previous Plan.

Relevant policies:

D4 - Good Design

D5 - Inclusive Design

D6 - Housing Quality and Standards

D7 - Accessible Housing

H2 - Small Sites

H12 - Housing Size mix

SI 2 Minimising Greenhouse Gas Emissions

T6.1 - Residential Car Parking

Barnet's Local Plan (2012)

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of the policies and site proposals in the draft Local Plan and the stage that it has reached.

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.

- Relevant Development Management Policies: DM01, DM02, DM15

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.

5.2 Main issues for consideration

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

5.3 Assessment of proposals

The principle of flats in this location

Policy CS5 of Barnet's Core Strategy (2012) states that that the Council will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high-quality design. It also states that the Council enhance the

borough's high-quality suburbs and historic areas through the provision of buildings of the highest quality that are sustainable and adaptable.

Paragraph 2.8.1 of Barnet's Development Management Policies Document DPD (2012) states: "The conversion of existing dwellings into flats can have a cumulative effect that is damaging to the quality of the environment and detracts from the character of established residential areas. Conversions may be appropriate in certain types of property or street particularly where they are highly accessible. However, even in such locations they can harm the character of areas by changing external appearance and increasing activity. Such activity can often involve more people movements, increased car movements and parking stress, more rubbish to be collected and more deliveries."

Paragraph 15.5 of Barnet's Residential Design Guidance SPD (2016) states: "Conversions generate extra movement of people and vehicles and the alterations required to accommodate such a use can impact upon the character and appearance of a locality. Conversion proposals are therefore likely to be resisted in areas of low-density housing where predominantly there are single family occupation houses and where the external alterations would impact on the appearance of the local area (e.g. hardstanding for a parking space and refuse storage areas)."

All units will be accessible from a sole entrance at the front of the property creating an outward appearance of the property functioning as a single-family dwelling.

No. 62, 68, 70 and 92 The Ridgeway have been converted into flats. As such, the principle of flat development has been established in the area.

Impact of the Proposal on the Character and Appearance of the Area

The NPPF attaches great importance to the design of the built environment, stating that, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities" (para.124).

Policy DM01 states, '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 application proposes the erection of a partial ground floor side extension, two-storey rear extension and loft extension to facilitate the conversion of the property to three flats.

All units will be accessible from a sole entrance at the front of the property creating an outward appearance of the property functioning as a single-family dwelling.

The proposed single storey ground floor front and side extension measures 2.9m in width and 3.2m in height would be built up to the shared neighbouring boundary with no. 92 The Ridgeway. The side extension would infill an area of approx. 7sqm. The existing side extension would be increased in height from 3.2m to 3.5m.

At the rear, the ground floor elevation would be infilled and levelled off and extended by just under 4m on the side nearest no. 92. At first floor level it is proposed to infill a section to remove the existing bay window. The two-storey rear extension would feature a pitch roof design.

Two subordinate dormers are proposed, a new rear dormer on the rear roof slope is

proposed and the dormer is considered to be subservient and sits well within the existing sloping roof plane maintaining an approximate distance of 1.2m from the sides of the roof. The height of the existing side extension is to be increased although it remains below the main ridge and one dormer is proposed on the side roofslope which appears subordinate within the roofslope.

The overall proposed height and width of the dormers are designed to be subservient to the roof.

It is not considered that the proposal will detrimentally impact the character and appearance of the surrounding area.

Impact on Residential Amenities

Policy DM01 of the Development Management Policies (Adopted) 2012 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.

The rear extensions would be set well away from the boundary with no. 88. At ground floor, the extension would extend approx. 1.5m past the ground floor of no. 92's extension. At first floor, the extension would project no further rearward relative to no. 92 and it is considered, given the spacing between the properties, that the additional roof height would have no significant impact on the amenities of no. 92.

As such, the proposal is not considered to detrimentally impact adjacent properties with regards to sunlight, daylight, outlook, overshadowing, privacy/overlooking, and sense of enclosure.

In relation to potential noise and disturbance arising from 3 households, it is considered that the additional activity associated with the use would not be so great as to cause undue harm to neighbouring amenities.

Provision of adequate accommodation for future occupiers

In terms of the amenity for future occupiers, the Planning Authority expects a high standard of internal design and layout in new residential development to provide an adequate standard of accommodation. The London Plan and Barnet's Sustainable Design and Construction SPD sets out the minimum space requirements for residential units.

Unit 1 - 1 x bedroom 2 person = 61.88m²
Unit 2 - 3 x bedroom 4 person = 90.70m²
Unit 3 - 3 x bedroom 6 person = 112.31m²

Total of 12 proposed people living in the building. Moreover, the proposal provides two family-sized units with 3 bedrooms.

The proposal meets the recommended minimum space requirements as set out by The London Plan and Barnet's Sustainable Design.

Light/Outlook

Barnet's Sustainable Design SPD (Oct 2016) section 2.4 states that glazing to all habitable rooms should not normally be less than 20% of the internal floor area of the room. The

ground and first floor units benefit from adequate levels of glazing and dual aspect outlook.

The proposed units all benefit from dual aspect. Unit 3 has a dormer to the side in the roof. Although this is to a bedroom and would face no. 92 and would need to be obscure glazed, overall there is considered to be an adequate level of light and outlook for the unit. The proposed levels of daylight/sunlight proposed for the flats is also considered acceptable.

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'.

The proposed layout is acceptable in terms of the privacy of adjoining and potential occupiers. The private amenity area immediately to the rear of the house will be subdivided and feature fencing to reduce overlooking. As such, the proposal is found to comply with Policy DM01 in this regard.

Room stacking/siting

The Residential Design Guidance SPD (October 2016) requires that the vertical stacking of rooms between flats should as far as practical ensure that bedrooms do not overlap living rooms, kitchens and bathrooms on other floors. The stacking arrangement is considered acceptable.

Ceiling height

Policy D6 of the new London Plan states that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space. The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

The proposed ground and first floor flat meets the minimum ceiling height of 2.5m for at least 75% of the gross internal area.

The loft would not meet the minimum ceiling height of 2.5m for at least 75% of the gross internal area. However, given this is a two-storey flat and exceeds the minimum space standard it is considered acceptable on this occasion.

The first floor features the main living area, kitchen, and double bedroom all benefiting from a ceiling height of 2.5m. The loft includes two bedrooms and a bathroom it would not meet the minimum ceiling height of 2.5m, however it is not considered to result in an overall poor standard of accommodation by virtue of the first floor providing the sufficient heights to all the communal living areas and the main bedroom.

Provision of adequate outdoor amenity space for future occupiers.

In terms of outdoor amenity space, Barnet's Sustainable Design and Construction SPD sets out the minimum standards for outdoor amenity space provision in new residential developments. For flats 5m² of space per habitable room.

Unit 1 will be located on the ground floor and benefits from private amenity space totalling

33sq.m. Unit 2 is located on ground and first floor levels a family sized unit benefitting from private amenity space totalling 51sq.m. Unit 3 located at first and second floor level will have access to a communal amenity space to the rear totalling 93sq.m.

Overall, the proposal is considered to provide an acceptable level of residential accommodation for future occupiers.

Highways and parking provision

The site is located on the southern side of The Ridgeway, NW11 that facilitates connections to Finchley Road (A598) heading east and Hendon Way (A41) to the southwest. A41 forms part of the Transport for London Road Network (TLRN).

The plot of land is occupied by a two-storey detached single family dwelling consisting of 4+ bedrooms. Vehicular access to the site is taken from The Ridgeway, NW11 via an existing vehicular crossover of approximately 3-metre width. There is also a pedestrian access gate off The Ridgeway, NW11 serving an internal walkway leading to the property entrance.

The surrounding area is predominantly residential comprising a mixture of two-storey detached, semidetached and terraced residential properties. Wessex Gardens Primary School is located approximately 322 metres away from the site to the southwest. The site lies within walking distance from Golders Green Town Centre location including a primary shopping area and a wide range of local facilities.

The Ridgeway, NW11 and the nearby roads have been included in an one-hour Controlled Parking Zone (CPZ - BX) in operation from Monday to Friday between 11am and 12pm. Additionally, Pay and Display parking bays operating from Monday to Friday between 10am and 5pm allowing a maximum stay of 6 hours have been put in place on Wessex Gardens, NW11 further southwest.

The Public Transport Accessibility Level (PTAL) for the site is assessed as 1b which is regarded as very poor accessibility.

Based on the PTAL rating for the site as 1b (very poor), 3.5 off-street parking spaces would be required to meet the parking standards of DM17 policy. Therefore, the provision of 2 car parking spaces on site is falling short of 1.5 spaces as per the residential parking requirements of DM17 policy.

The applicant has undertaken a car parking survey subject to the Lambeth Methodology standard practice on the site's surrounding roads situated within a 200-metre walking distance. The surveys were carried out on Tuesday 10th March 2020 and Wednesday 11th March 2020 at 3:30am and 2am respectively.

The results of the process have been included in the Transport Statement submitted in support of this planning application focusing on the parking availability within the CPZ - Zone BX in the immediate vicinity of the site. Out of 63 parking spaces on The Ridgeway/Wessex Gardens, NW11 and Ridge Hill, NW11, 36 were occupied leaving 27 parking spaces available for residents resulting in a parking stress of 57% which is well below the 85% threshold indicating that the nearby roads experience parking saturation issues.

Additionally, the site lies adjacent to an area that has a PTAL score of 3 and therefore medium accessibility to public transport services due to its proximity to the A41 where the

24-hour Transport for London (TfL) bus route 113 runs on A41 and several bus routes run on A502 to the southwest and northeast of the site respectively.

Taking the above factors into consideration, it is not expected that potential overspill of parking arising from the proposed development will cause any material impact on the existing and surrounding local highway network and so the proposed parking provision would be acceptable on highway grounds.

5.4 Response to Public Consultation

The majority of objections have been assessed and dealt with within the report and through conditions relating to character, design, overpopulating the area, disturbance, car parking, overlooking.

Party wall agreements and mental health issues are not material planning considerations in the context of the development proposals.

6. Equality and Diversity Issues

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

7. Conclusion

Having taken all material considerations into account, it is considered that the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is also considered to have an acceptable impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval.

