

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 Policy D4 of the London Plan 2021.

- 4 Prior to occupation of the development, Cycle parking spaces shall be provided in accordance with London Plan cycle parking standards 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.

- 5 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.

- 6 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reasons: In the interest of good air quality in accordance with London Plan policies 5.3 and 7.14.

- 7 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 October 2016), and Policies D13 and D14 of the London Plan 2021.

- 8 a) Notwithstanding the approved plans, 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.

- 9 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy SI 5 of the London Plan 2021

- 10 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement in carbon dioxide emissions of a minimum of 10% 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 SI 2 of the London Plan 2021.

11 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 (adopted October 2016) and Policy SI1 of the London Plan 2021.

12 a) No development shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

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 mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or 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 the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (2016), and Policies D13 and D14 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. 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 submitted Construction Method Statement shall include as a minimum details of:
 - o Site hoarding
 - o Wheel washing
 - o Dust suppression methods and kit to be used
 - o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
 - o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
 - o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
 - o Confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.
 - o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.

- 3 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.

- 4 Refuse collection points should be located within 10 meters 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 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.

- 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 council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email highwayscorrespondence@barnet.gov.uk.
- 7 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.

We believe that your development is liable for 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. The London Borough of Barnet first adopted a CIL charge on 1st May 2013. A new Barnet CIL Charging Schedule applies from 1 April 2022 (<https://www.barnet.gov.uk/planning-and-building/planning/community-infrastructure-levy>) which applies a charge to all residential (including sui generis residential), hotel, retail and employment uses.

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.

- 8 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially

registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

OFFICER'S ASSESSMENT

1. Site Description

The site is a mid-terraced property located on the eastern side of High Road and forms part of a Primary Retail Frontage, located within the East Finchley Town Centre ward.

The application property is locally listed but is not located in a conservation area. The property forms part of other locally listed assets from Nos 54-82 high Road with the following description:

3 storey shopping parade of 14 elements with bookend building. Shopfronts on ground floor. Constructed from brick and stone the building also has a shallow pitched roofs behind sculpted pediments. Queen Anne revival, decorative roof parapets with corncing, urn finials, decorative stucco window panels, brick arched windows at first floor, dividing pilasters.

There are no protected trees on or adjacent to the application site. The site has a PTAL of 4 (good) with buses and trains available within the PTAL calculation area.

2. Site History

Reference: C07034

Address: 66 - 68 High Road, London, N2 9PN

Decision: Approved subject to conditions

Decision Date: 17th March 1980

Description: Internally illuminated projecting box sign

Reference: C07034A

Address: 66 - 68 High Road, London, N2 9PN

Decision: Approved subject to conditions

Decision Date: 13th November 1997

Description: Single storey rear extension to offices, formation of new external staircase at rear. Alterations to rear elevation, provision of air conditioning units on roof of extension. (Amended description).

Reference: C07034B/07

Address: 66 - 68 High Road, London, N2 9PN

Decision: Approved subject to conditions

Decision Date: 29 November 2007

Description: Proposed new shopfront and fascia.

Reference: 22/2501/PNE

Address: 66 - 68 High Road, London, N2 9PN

Decision: Prior Approval Required and Approved

Decision Date: 22.08.2022

Description: Change of use of the ground and first floors of the building from commercial use (Class E) to a mixed use comprising commercial use (Class E) at ground floor and dwelling flat above at first floor

3. Proposal

The current application proposes a 'Mansard roof extension to create an 1no. additional self-contained flat including insertion of 3no. front and 3no. rear facing dormer windows.'

The proposed mansard roof would measure a depth of 6.3 metres, expand across the full width of the property and a maximum height of 2.84 metres. The dormers would extend from the front and rear roofslopes of the mansard addition.

3no front and rear dormers are proposed. The two respective side dormers would measure a width of 1.8 metres, depth of 0.5 metres and height of 1.7 metres. The central dormer would have a width of 1.58 metres with the remaining elements being consistent.

4. Public Consultation

Consultation letters were sent to 108 neighbouring properties.

8no objections received in the initial consultation. The comments may be summarised as follows:

- Loss of privacy
- Loss of light
- Opportunity for overlooking
- Overdevelopment of the site and rear access
- Generate issues for emergency services to access the rear drive
- Further stress existing refuse collection services
- Impact on the character of the locally listed property
- Impact character of the wider area, especially closely situated Phoenix Cinema

Following receipt of the amended drawings, which are considered acceptable on planning grounds, a 14 day reconsultation took place. 8no objections were received, with some

reiterating previous objections. The comments may be summarised as follows:

- Loss of light
- Loss of privacy in gardens and houses of Fairlawn Avenue (even-numbered dwellings)
- Loss of outlook
- Character impact on historic properties
- No difference in amended drawings from original drawings
- Overdevelopment of residential units along High Road
- Impact refuse collection
- Impact traffic

Objections from 10 properties were received in total.

4.1 Internal Consultation

The Highways department raised no objections, subject to conditions.

The Environmental Health department raised no objections, subject to conditions.

The Council's Heritage department viewed that the impact to the locally listed property and this part of the parade does not cause significant harm to warrant refusal of the application.

5. Planning Considerations

5.1 Policy Context

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 20th July 2021. 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 London Plan 2021 was adopted on 02 March 2021 and is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.

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.

Barnet's Local Plan (2012)

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

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, CS4, CS5, CS14.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM17.

Supplementary Planning Documents

Residential Design Guidance SPD (October 2016)

Sustainable Design and Construction SPD (October 2016)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of development;
- Whether harm would be caused to the character and appearance of the application site, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether adequate amenity would be provided for future occupiers;
- Impact on highways;
- Provision of refuse storage

5.3 Assessment of proposals

Principle of extensions

Given the previous approval to extend the residential units at number 58 at roof level in order to provide additional floorspace to the existing, these have been approved under previous planning references 18/3280/FUL, 14/07168/FUL and F/02424/13, the proposed mansard roof extension is therefore deemed to be acceptable in principle.

Principle of Flat Conversion

Policy GG2 of the London Plan 2021 seeks to ensure that development explores the potential to intensify the use of the land to support additional homes. Policy CS3 of the Core Strategy sets out how the Council will provide 28,000 new homes throughout the lifetime of the Core Strategy 2011-2026.

The proposal seeks to vertically extend the roof to add additional floor space to create a studio self-contained flat in the roof space.

Policy DM01 part (h) states that the conversion of dwellings into flats in roads characterised by houses will not normally be acceptable.

The subject property has already been converted to flats and therefore the additional flat is acceptable and in line with Policy DM01 (H). The single proposed flat will contribute to increased housing provision and make a positive contribution to the mix of dwelling types in Barnet. There are a number of flat conversions along the High Road.

The principle of the proposed development is considered to be acceptable subject to other material planning considerations as set out below.

The site is located in a town centre location in close proximity to main bus routes and public transport. Moreover, the principle of flats has already been established in the area, as it contains numerous flats. It is therefore not considered that the principle of flats would harm the character of the area. As part of the application process the upper floor flat required amendments to meet London Plan head height requirements.

Character and Appearance

All new development is expected to preserve and respect the established character and appearance of the surrounding area. Policy DM01 states that:

b. Development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The inspector's decision in relation to F/02424/13 for the development of a new mansard roof notes the following:

"The appeal site is a three storey high building located within a long terraced row facing onto High Road and appearing to date from the late Victorian / early of 20th Century periods. The ground floors opening out onto the main road occupied as shops or professional services. Between the shop frontages are single door openings, providing separate access to flats above the retail units.

High Road itself both slopes down and curves to the south when viewed from the junction of Fortis Green and High Road resulting in a stepping down effect of the frontages as they progress to the south. Whilst there are differences in the finished and some details of the frontages, the terrace has retained a relatively uniform appearance in terms of overall form and detailing. As such, the terrace of shops, their upper floors and pediment screened flats roofs positively contribute to the street scene's character and appearance."

In terms of the impact of the proposed development on the locally listed heritage asset Policy DM06 states that there is a presumption in favour of retaining all listed building. Although the site is not situated within a Conservation Area the site (and the group of properties) is recognised for its distinct architectural interest, aesthetic merits, group value, landmark qualities, social and communal value. This designation requires a stringent assessment of any proposed development which seeks to alter the site from its existing form.

The proposal includes the erection of a mansard roof above the existing roof. Although the Council has recently given locally listed status to the host site, officers deem that the proposed mansard addition would be acceptable. The neighbouring property at No. 80 benefits from a mansard roof, with nos. 58 and 60 both also being given permission for such additions. Furthermore, the proposed roof will be subordinate to the host site, and due to the low positioning and set back from the front façade, it would have limited visibility from the streetscene thus having little impact on the locally recognised architectural quality of the facade and detailed parapet. This assessment is supported by the Council's heritage department.

It is noted the proposed development was amended so the front wall of the mansard would be situated 3 metres from the front wall of the main property. This was in order to be consistent with similar developments along High Road.

It is noted the original architectural detailing would restrict the view of the new roof and front dormers from the street and thus the proposal as amended would not diminish the architectural quality of the heritage asset.

Taking all material considerations into account, the proposed development would have an acceptable impact on the appearance of the host dwelling, the local character and the streetscene. It would therefore accord with Policy DM01 and DM06 of Barnet's Local Plan.

Impact on the amenities of neighbours

The proposal must not harm the residential amenities of neighbouring occupiers. This includes ensuring adequate light, outlook, privacy and avoiding a sense of overbearing or enclosure to neighbours. This is a requirement of Policy DM01.

Barnet's Sustainable Design and Construction SPD states that the privacy of existing and future development should be protected and gardens and windows to habitable rooms should not be significantly overlooked. In new residential development there should be a minimum distance of 21m between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. The submitted drawings indicate that there will be a separation distance of approximately 24 metres between the proposed mansard extension and properties to the rear along Fairlawn Avenue. As such, this material distance from the residential properties along Fairlawn Avenue is considered to acceptably mitigate the impact of the proposed development. As such, the proposed

scheme is not considered to create a deleterious opportunity for loss of privacy, enjoyment of outdoor amenity space, overlooking (whether perceived or actual), outlook or sense of enclosure to warrant the application for refusal.

Regarding the additional impact of the noise from the additional flat, compliance mitigation methods to reduce will be requested by way of condition, as per the recommendations from the Environmental Health department.

Overall, the level of impact on neighbouring properties is considered acceptable and in compliance with DM01.

Living standards 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.

The proposed flat measurements are as follows:

- Loft studio, 1 bed / 2 persons 40.1msqm

The proposal's sizes meet the minimum standards.

Floor to 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 plan has been amended so that the proposed studio flat would meet the minimum ceiling height of 2.5m for at least 75% of the gross internal area and thus result in an acceptable quality of living conditions for future occupiers.

Light/outlook:

Barnet's Sustainable Design & Construction 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 and that bedrooms and living rooms /kitchens should have a reasonable outlook with clear glazed windows.

It is considered that the proposed studio dwelling would benefit from dual aspect outlook and an acceptable level of daylight / sunlight provision to all habitable rooms.

Stacking:

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

The proposed layout provides reasonable stacking throughout the property. In the event of

an approval, a condition should be attached for Pre-Completion Sound Insulation Test Certificates to be submitted to the LPA. The LPA notes that the second floor level benefits from an existing residential unit.

Amenity Space:

Barnet's Local Plan expects that sufficient and functional amenity space should be provided for all new houses and flats wherever possible. Table 2.3 within the Sustainable Design and Construction SPD indicates that for flats, outdoor amenity space should be 5 m² per habitable room.

The development would not provide any private amenity space for the flats. However, it is considered that as the site is located within 400 metres of a public park, is within a Town Centre location, and is not considered an area of deficiency, the lack of outdoor amenity space for the units is considered acceptable. All reasons considered, the lack of outdoor amenity space alone does not justify a reason for refusal of this application.

Highways/ Cycle parking

Highway officer comments:

"Due to the location of the site, a Construction Management Plan will be required in order to ensure that construction traffic does not disrupt local residents and road users unnecessarily.

Car Parking

The site lies within a PTAL 4 zone, which means that there is above average public transport accessibility to and from the site.

The required off-street car parking provision for this proposal is between 0-1 space, therefore the proposed provision of no off-street car parking is in line with requirements set out on Policy DM17 of the Barnet Local Plan and is deemed acceptable on highways grounds.

Refuse

Refuse storage details are to be provided.

Cycle

Please include the proposed location for cycle storage in the proposed drawing. Cycle parking needs to be provided in accordance with the requirement of the London Plan cycle parking standards. For this proposal 1x cycle parking spaces are required.

Recommendation

The application is recommended for approval subject to conditions and informatives."

Refuse and Cycle parking provision

The proposed development is required to comply with Barnet's Waste and Recycling Strategy (2021). Refuse and recycling storage has been located at the front of the property in bin stores. The positioning and design of the bin stores will be secured via a suitably worded condition.

5.4 Response to Public Consultation

Consultation letters were sent to 108 neighbouring properties.

8no objections received in the initial consultation. The comments may be summarised as follows:

- Loss of privacy
- Loss of light
- Opportunity for overlooking
- Overdevelopment of the site and rear access

The impact on the neighbouring residents, by reason of the nature of the proposed development and the proximity with neighbouring residents, is considered acceptable. Please see the main body of the report for further detail.

- Generate issues for emergency services to access the rear drive
- Further stress existing refuse collection services

The highways department has assessed the impact of the proposed development and finds it to be acceptable.

- Impact on the character of the locally listed property

The impact on the character and appearance of the locally listed properties, the group and the streetscene is considered, by reason of being similarly proportioned to existing mansard roof extensions, is considered acceptable, subject to materials being built in a consistent manner.

- Impact character of the wider area, especially closely situated Phoenix Cinema

The impact on the character and appearance of the locally listed properties, the group and the streetscene is considered, by reason of being similarly proportioned to existing and approved mansard roof extensions, to be acceptable, subject to materials being built in a consistent manner.

Following receipt of the amended drawings, which are considered acceptable on planning grounds, a 14 day reconsultation took place. 8no additional objections were received. The comments may be summarised as follows:

- Loss of light
- Loss of privacy in gardens and houses of Fairlawn Avenue (even-numbered dwellings)
- Loss of outlook

The impact on the neighbouring residents, by reason of the nature of the proposed development and the proximity with neighbouring residents, is considered acceptable. Please see the main body of the report for further detail.

- Character impact on historic properties

The impact on the character and appearance of the locally listed properties, the group and the streetscene is considered, by reason of being similarly proportioned to existing mansard roof extensions, to be acceptable, subject to materials being built in a consistent manner.

- No difference in amended drawings from original drawings
The amended scheme has been amended to set back the front wall of the proposed mansard to be consistent from similar existing developments.

- Overdevelopment of residential units along High Road
The cumulative increase of residential dwellings along High Road is noted. However, the proposal single unit is not considered to deleteriously increase this impact.

- Impact refuse collection
- Impact traffic

The highways department has assessed the impact of the proposed development and finds it to be acceptable. Further details, relating to cycle parking and refuse storage, will be secured by way of condition.

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

The proposed development is considered acceptable and the application is thus recommended for approval, subject to conditions.



Site Location Plan
1:1250