

Location **42 Woodside Avenue London N12 8AX**

Reference: **23/1679/FUL** Received: 18th April 2023
Accepted: 18th April 2023

Ward: Totteridge & Woodside Expiry 13th June 2023

Case Officer: **Ashley Niman**

Applicant: Woodlands Group Ltd

Proposal: Conversion of the existing dwelling into 5no. self-contained flats including demolition of existing extensions and garage and erection of single storey side and rear extensions. Associated parking and landscaping (REVISED DESIGN and PARKING SURVEY)

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 Chair (or in their absence the Vice-Chair) 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:

1630/00
1630/21A
1630/22
1630/23
1630/24
1630/25
1630/26A
1630/27A
1630/28A
1630/29A

1630/30A
1630/31A

Parking Survey (Traffic Surveys UK, 7 and 8 June 2023)

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 and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority. Samples and details shall include,
- reclaimed gault brickwork
 - slate tile
 - joinery detail
 - garage door detail
- 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 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.

- 5 Details of cycle parking 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. Thereafter, before the development hereby permitted is occupied, a minimum of 12 (10 long stay) and (2 short stay) cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of vehicles 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.

- 6 Prior to occupation of the development the vehicular access shall allow for 2.4 metre by 2.4 metre pedestrian visibility splays to the left and to the right of the access from 2m setback from the back of footway and shall thereafter be maintained free of any visibility obstructions including Fencing of planting of shrubs to provide clear visibility between heights of 0.6 metre and 1 metre above the level of the adjoining highway.

Reason: In the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 7 No site works including demolition or construction work shall commence until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Statement submitted shall include, but not be limited to, the following information:

1. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
2. site preparation and construction stages of the development;
3. 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;
4. 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;
5. noise mitigation measures for all plant and processors;
6. Details of a community liaison contact for the duration of all works associated with the development.
7. Provision of a competent banksman.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan

- 8 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).

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

- 10 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

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

- 11 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).

12 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been 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 retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D4, D5, D8 and G7 of the London Plan 2021.

13 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and G5 and G7 of the London Plan 2021.

14 a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local

Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and G7 of the London Plan 2021.

- 15 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 10% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2013 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), Policy SI 2 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 and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

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.

- 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 Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. If the refuse vehicle is expected to travel over an unadopted road then the applicant will be expected to sign a Waiver of Liability and Indemnity Agreement indemnifying the Council. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.
- 5 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 If a concrete pump lorry is operated from the public highway, 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.
- 7 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 licenses please contact the council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email highwayscorrespondence@barnet.gov.uk.

- 8 The applicant should apply for a Habitual Crossing License for construction vehicles to use the existing crossover. An application for this license could be obtained from London Borough of Barnet, Development and Regulatory Services, 2 Bristol Avenue, Colindale London NW9 4EW.
- 9 Any gates must open inwards and not out onto the public highway for health and safety reasons.
- 10 The applicant shall carry out a "before" and "after" condition survey of the agreed route to be utilised by all construction traffic. The "before" survey shall be submitted to and approved in writing by Local Planning Authority prior to the commencement of the development. The "after" survey shall be completed three months before the completion of the development and thereafter submitted to and approved in writing by the Local Planning Authority. Any recommended works necessary to reinstate the condition of the agreed route to that identified within the "before" survey shall be implemented as approved following completion of the development.
- 11 Tree and shrub species selected for landscaping/replacement planting shall provide long term resilience to pest, diseases and climate change. A diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below:

An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.

To ensure the replacement trees meet bio-security standards they should be purchased from a DEFRA accredited supplier that can be found here:
<https://planthealthy.org.uk/certification>

OFFICER'S ASSESSMENT

1. Site Description

The application site concerns a two-storey detached corner property located at the junction of Woodside Avenue and Little Cedars - a short cul-de-sac that serves as an access road to the dwellings located at the turning head of this road. The entrance to the dwelling fronts onto the eastern side of Woodside Avenue and is located within the ward of Totteridge &

Woodside.

The surrounding area is predominantly residential though comprises a relatively varied mixture of dwellings. Directly opposite the site are fairly large two-storey single family dwellinghouses, to the north of the site is a two-storey purpose built flatted development, to the south of the site across Little Cedars is a purpose built three-storey block of flats with a flat roof, and to the rear are the group of 7 two storey houses built following the division of the original site, as per the consented development in the 1970/80's.

There are a number of protected trees located on site (the only remaining TPO trees on site appear to be those located at the front of the site). The application site does not lie within a conservation area, however, does contain a locally listed building:

Reference: HT00892

Listing Entry: No. 42 Woodside Avenue, N12 8AX.

Selection Principles: Aesthetic Merits, Intactness.

Significance: Architectural Interest

Description: Large detached two storey Italianate style villa. Gault brick with slate tile roofs and deep overhanging eaves. Stone classical portico. White painted timber sash windows, some with stone hoods and sills.

The site is located within Flood Zone One (low risk).

The site has a Public Transport Accessibility Level (PTAL) of 2. The site is in a CPZ that operates Mon- Fri, 2-3pm. Three bus routes (125, 263, 383) can be accessed from stops within 7 minutes walking distance of the site. Also, Woodside Park tube is 8 minutes walking distance from the site.

2. Site History

Reference: N05349J

Address: 42 Woodside Avenue N12

Decision: Approved STC

Decision Date: 24.03.1986

Description: Single storey rear extension

Reference: N05349H

Address: 42 Woodside Avenue N12

Decision: Approved

Decision Date: 03.03.1978

Description: Retention of existing house and erection of 7 three-bedroomed houses at rear of site with parking provision for 8 cars.

Reference: N05349G

Address: 42 Woodside Avenue N12

Decision: Approved STC

Decision Date: 01.11.1977

Description: Retention of existing house and erection of 7 three-bedroomed houses at rear of site with parking provision for 8 cars.

Reference: N05349F

Address: 42 Woodside Avenue N12

Decision: Approved STC

Decision Date: 18.04.1977

Description: Retention of existing house and erection of 7 three-bedroomed houses at rear of site with parking provision for 8 cars.

Reference: N05349D

Address: 42 Woodside Avenue N12

Decision: Approved STC

Decision Date: 07.02.1977

Description: Retention of existing house and erection of 7 three-bedroomed houses at rear of site with parking provision for 8 cars.

Reference: N05349C

Address: 42 Woodside Avenue N12

Decision: Approved STC

Decision Date: 31.12.1976

Description: Demolition of existing house and the erection of two terraces of two storey maisonettes comprising 16 residential units and parking spaces for 16 cars.

Reference: N05349B

Address: 42 Woodside Avenue N12

Decision: Refused

Decision Date: 31.12.1976

Description: Demolition of existing house and the erection of a 3 storey block of 15 flats and parking spaces for 16 cars.

3. Proposal

Conversion of the existing dwelling into 5no. self-contained flats including demolition of existing extensions and garage and erection of single storey side and rear extensions. Associated vehicle and cycle parking, refuse provision and landscaping.

4. Public Consultation

Consultation letters were sent to 96 neighbouring properties.

Eight letters of objections were received.

The views of objectors can be summarised as follows;

- o An increase in occupants will lead to an increase in vehicles and parking demand.
- o An increase in noise and demand for schools and doctors' surgeries.
- o Loss of a family home
- o Loss of trees
- o Change of character
- o More flats not necessary
- o Loss of light and privacy

Heritage Officer: Following revisions, now acceptable subject to conditions.

Tree Officer: Following revisions, now acceptable subject to conditions

Highways Officer: No objection, following submission of parking survey

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 20 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, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan (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 to 2041. 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 Draft Local Plan -Reg 22 - Submission was approved by the Council on 19th October 2021 for submission to the Secretary of State. Following submission the Local Plan will now undergo an Examination in Public. The Reg 22 document sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. It represents Barnet's draft Local Plan.

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 emerging policies and draft site proposals

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, CS6, CS9, CS10, CS15
- Relevant Development Management Policies: DM01, DM02, DM03, DM06, DM08, DM09, 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.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents.
- Whether the scheme would provide a good standard of accommodation
- Highway issues
- Trees and Landscaping

Impact on the character and appearance of the property and general locality

Any scheme for the site will need to respect the character and appearance of the local area, relate appropriately to the sites context and comply with development plan policies in these respects.

The area surrounding the site is not characterised by single dwellinghouses only but has a more mixed character established by the presence of flat conversions. Overall, in this instance the proposed conversion would then in principle be acceptable in this location and would not be contrary to local planning policy including Policy DM01(h). The proposed development would result in the loss of a single family dwellinghouse. The replacement with a three bed family sized dwelling at ground floor is considered acceptable, and meets

the criteria.

It is one of the core principles of the NPPF that heritage assets should be conserved in a manner appropriate to their significance. Chapter 16 of the National Planning Policy Framework at paragraph 195 sets out that the local planning authority should identify and assess the particular significance of any heritage asset. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal. Policy DM06 of Barnet's Development Management Policies Document DPD (2012) states that all heritage assets will be protected in line with their significance. All development will have regard to the local historic context (point a).

The proposal will retain the original locally listed late Victorian property together with the later adjoining open metalwork garage structure. The post war additions to the rear will be demolished and replaced by a single storey side and rear extension. The design and form is considered to be sympathetic and appropriate in scale, with a degree of subordination. The massing will be distributed differently but will represent an overall improvement since it will protrude less into the rear garden. The proposed footprint will closely resemble the present situation but will be more coherent and the design and materials will be more sympathetic to the original house. The samples of materials will be conditioned.

The proposal is therefore compliant with relevant planning policy and is therefore acceptable in principle and in terms of design and impact on the character and appearance of the property and wider locality.

Impact on the amenities of neighbouring occupiers

The development for the site will need to protect the amenity of adjacent occupiers and comply with development plan policies in these respects.

The alterations to the rear extension and side extension will not materially affect the light and outlook for residents of Claire Court. The existing open metalwork carport towards the front will be retained. The existing side garage will extend rearwards a further 2.5 metres along the boundary but will be no higher than the existing parapet height. There would therefore be no undue detrimental impact upon the neighbouring property in terms of loss of outlook, daylight/sunlight, loss of privacy or any overbearing impact.

Whether the scheme would provide a good standard of accommodation

Any proposal for the site which includes an element of residential dwelling use will need to demonstrate that it is providing suitable amenities for its future occupiers in the relevant regards (for example, daylight, sunlight, outlook, privacy and internal and external amenity space).

The accommodation is prescribed in the table below. All flats accord with internal space standards, and all provide internal storage space. The accommodation is as follows:

- Flat 1, 2 Bed 4 Person GF (76sqm)
- Flat 2, 1 Bed 2 Person GF (51sqm)
- Flat 3, 2 Bed 3 Person FF (66sqm)
- Flat 4, 2 Bed 4 Person FF (77sqm)
- Flat 5, 3 Bed 5 Person GF (92sqm)

All units will be dual aspect and have good levels of light and outlook. None of the units will

be overlooked and privacy to habitable rooms will be protected. All flats will have ceiling heights in excess of 2.5m in height to 100% of the floor area. Overall, the conversion is not a cramped one and the layout and disposition of the residential units is good.

External amenity space and sub-division: Flat 1 and Flat 5 each has a private outdoor amenity space in excess of the minimum space standards. The boundaries between are proposed to be formed with high density shrubbery as opposed to timber fences. Flats 2, 3 and 4 share a communal garden, accessed from a secure gate, and in excess of minimum space standards.

Highway issues

The Highways Officer notes that the proposal will provide 5 new flats (1x3bed 3x2bed and 1x1bed) which will attract a maximum parking provision of 4-7 spaces. Given the site's PTAL score is 2, Highways would accept the provision of 5 spaces. Three parking spaces are provided within the site. A Lambeth parking methodology survey has been carried out. Parking stress on day 1 of the survey was 54% with Day 2 calculated at 57%. There were approximately 35 useable overnight available spaces from the survey results, many very close to the site itself. The application should have no negative impact on current parking in the surrounding streets given the available parking spaces within a two-minute walk to the property.

The refuse and recycling will be located discreetly to the front left side where there is straightforward access to the highway.

Secure cycle storage will be to the rear within a corner of the communal garden and accessed via a lockable side gate.

Trees and Landscaping

There are several tree preservation orders on the site and covering a range of species including Ash, Lawson Cypress, Sycamore, Yew, Thuja, Monterey Cypress, Holly, Weymouth Pine and Portugal Laurel.

Numerous objections have been raised against the proposal, which include references to impacts on green space and the loss of a tree. The tree is a thuja to the front of the property, situated in TPO group TRE/FI/15/G106. Removal of this tree was proposed under TPF/0364/18 and subsequently refused 2019. The revised plan ref: '1630/26 Rev A' demonstrates that the refuse enclosure is to remain as existing with the tree retained.

There is a mature cedar situated near the northern site boundary and within the grounds of Claire Court. This tree is not listed in TRE/FI/15, however it is a prominent feature of the site and surrounding area. Works to the rear garden and demolition of existing extensions and outbuildings will present some degree of risk to the roots of this tree but this will be manageable through appropriate conditions.

5.3 Response to Public Consultation

The objections are discussed within the evaluation.

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, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval.

