

Planning Statement

Site: 57 Ballards Lane, N3 1XQ

Proposal: Erection of single storey building at the rear to provide a single dwelling.

1.0 Application Site and Location

The site is the rear yard of a former bank (Class E use).

The site is located within Church End Town centre.

The site is not located within a conservation area.

2.0 Relevant planning history

Planning permission was refused 30th June 2023 (planning ref: 23/2101/FUL), for: *“Conversion of first and second floor Class E ancillary space to provide 3no. self-contained flats including first and second floor rear extensions, mansard roof extension front and rear windows. Associated refuse/recycling and cycle storage to rear.”*

3.0 Planning proposal

Erection of single storey building at the rear to provide a single dwelling.

Provision of a large green sedum roof.

The proposed dwelling is a studio providing 37sqm of floorspace.

Private amenity space will be provided at the rear.

Provision of refuse storage

Provision of cycle storage for 1 cycle at the rear in the rear amenity space area.

4.0 Planning Considerations

The main planning considerations are:

- Impact on the character and appearance
- Impact on neighbouring amenity
- Standard of accommodation
- Accessibility and sustainability
- Highway matters
- Refuse and recycling storage.
- Other material planning considerations

5.0 Impact on the character and appearance

The proposed single storey building would be sited within an existing yard which is not used and contributes negatively to the character and appearance of the locality.

The proposal would not be seen from the street.

The views from upper floor windows would be a green sedum roof. Therefore, the proposal would enhance the character and appearance of the locality.

6.0 Impact on neighbouring amenity

The proposal would have no impact on neighbouring residential amenity.

7.0 Standard of accommodation

The proposed dwelling meets minimum floorspace and height standards and will be provided 13sqm of private amenity space at the rear.

The dwelling is open plan and will be served by windows at the rear, an internal lightwell, a large rooflight and a window at the front.

The site is located next to a restaurant with a flue at the rear. The applicant has spoken to the restaurant operator and confirmed the following:

- The restaurant is open 11am to 11pm.
- The busy times are between 3pm to 8pm.
- The extractor does not make any noise or smells during the busy times. This has been witnessed by the applicant.

Additionally, the proposal is sited below the extract flue and because any discharge would be heated this would rise upwards away from the proposed building. Moreover, the application site is located to the south of the extract flue and prevailing winds are from a south westerly direction.

It is also important to note that there are flats in the vicinity which would be more affected by any discharge from the extract flue, but it is our understanding no complaints have been made about the flue.

8.0 Accessibility and sustainability

The proposal meets Part M4(2) of the discretionary building regulations.

The proposal will meet the new building regulation for CO2 reductions, which exceeds planning policy requirements.

9.0 Highway matters

The site is located within a Controlled Parking Zone (CPZ) and has a high PTAL rating, being close to excellent public transport.

The proposal is car free and provides cycle storage at the rear for 4 cycles.

It is the applicants understanding from observations on the highway that the Councils records would indicate that the number of car parking permits issued in the area is significantly less than the total number of car parking spaces available. Therefore, there is no justification to require restrictions to car parking permits.

10.0 Refuse and recycling storage.

Refuse and recycling is located at the rear and will be privately collected.

11.0 Other material planning considerations

It is accepted there is a housing crisis in the whole of London because demand significantly exceeds supply.

And Barnet failed to meet its housing delivery target for 2021/2022 (2091 units delivered against a target of 2134) – this has been confirmed by Barnet’s planning policy team.

Therefore, the provision of one additional dwelling is a significant material consideration.