

Location **48 Ravenscroft Avenue London NW11 8AU**

Reference: **16/8101/FUL** Received: 21st December 2016
Accepted: 30th December 2016

Ward: Golders Green Expiry 24th February 2017

Applicant: Sandwell Developments LTd

Proposal: Conversion of existing property into 5no self-contained flats. Conversion of garage into habitable room, insertion of window to replace garage door. Single storey rear extension. New outbuilding to rear. Associated refuse and recycling store, parking, amenity space. Retention of roof extension including rear dormer window (AMENDED DESCRIPTION)

Recommendation: Approve subject to s106

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. The applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following:

(a) Legal Professional Costs Recovery

Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.

(b) Enforceability

All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

(c) Amendment to Local Traffic Order

A contribution of £2,000 (index linked) to cover the costs of making an amendment the existing Traffic Management Order to prevent the future occupiers of the development from being able to obtain parking permits for the Controlled Parking Zone.

RECOMMENDATION II:

That upon completion of the agreement the Planning Performance and Business Development Manager approve the planning application under delegated powers subject to the following conditions:

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

Location Plan

4180_PA_01a

4180_PA_02 (received 24/01/2017)

4180_PA_03 (received 24/01/2017)

4180_PA_04a

4180_PA_05a

4180_PA_06 (received 24/01/2017)

4180_PA_07a

4180_PA_08a

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

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

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

- 3 The materials to be used in the external surfaces 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).

- 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 October 2016).

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

water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 6 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 (2016) and the 2016 Mayors Housing SPG.

- 7 a) Notwithstanding the details shown on Drawing 4810_PA_07a, 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) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 8 a) Before the development hereby permitted is first occupied or the use first commences, parking spaces, cycle parking and turning spaces as shown on Drawings 4810_PA_07a; shall be provided and marked out within the site.

b) The parking spaces shall be used only in accordance with the scheme approved as part of this condition and not be used for any purpose other than the parking and turning of vehicles in connection with the approved development.

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 DM17 of the Development Management Policies DPD (adopted September 2012) and Policies 6.1, 6.2 and 6.3 of the London Plan 2015.

- 9 a) Before the development hereby permitted is first occupied, the existing amenity space shall be subdivided in accordance with the details on Drawing 4810_PA_07a 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 2016).

- 10 Before the building hereby permitted is first occupied the proposed window(s) facing Croft Court Hotel, No. 44 Ravenscroft Avenue on the western flank wall of the single storey rear extension hereby approved 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).

- 11 The roof of the single storey rear extension hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 12 The use of the outbuilding hereby permitted shall at all times be incidental storage to and occupied in conjunction with the 5 no. flats on the application site and shall not at any time be occupied as a separate unit or dwelling.

Reason: To ensure that the development does not prejudice the character of the locality and the amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 13 No flat within the development shall be occupied until cycle parking and cycle storage facilities have been provided in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority.

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.

RECOMMENDATION III:

That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 9th May 2017 unless otherwise agreed in writing, the Interim Head of Development Management REFUSE the application under delegated powers for the following reason:

The development does not include a formal undertaking to ensure that the future

occupiers of the development are prevented from being able to obtain parking permits for the Controlled Parking Zone and in the absence of sufficient on-site parking to serve the residential units. The proposal would result in an increased demand for on street parking which would lead to increased kerbside parking, resulting in a detrimental impact on highway and pedestrian safety contrary to policy DM17 of the Adopted Barnet Development Management Policies DPD 2012.

Informative(s):

- 1 In accordance with paragraphs 186 and 187 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 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 £35 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 £1,015 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 £3,915 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 alteration if required to the existing crossovers or provision of new crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for crossover under Highways Act 1980. Reinstatement of any redundant crossovers, removal or relocation of any existing street furniture or alteration to road markings would be done at the applicant's expense, under a rechargeable works agreement, by the Council's term contractor for Highway Works. You may obtain an estimate for this work from the Crossover Team in Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

Officer's Assessment

1. Site Description

The application site is a detached dwellinghouse located on the northern side of Ravenscroft Avenue. Croft Court Hotel, No. 44 Ravenscroft Avenue is located to the east of the application site. No. 50 Ravenscroft Avenue is located to the west of the application site. Eagle Lodge, a flatted development, is located to the north of the application site.

The application site benefits from an existing single storey rear outbuilding that was deemed lawful through application 16/0308/192. The existing outbuilding has an eaves height of 2.5 metres and a roof ridge height of 4 metres. It has a width of 8.5 metres and a depth of 6.9 metres. Its eastern flank wall is set back from the boundary of No. 44 Ravenscroft Avenue by 2 metres and it is set back from the boundary with No. 50 Ravenscroft Avenue by 2 metres. The northern boundary of the application site splays to the west and the northern boundary of the existing outbuilding is set back from the boundary by a minimum of 2 metres.

The detached dwellinghouse has an existing rear dormer window, 2 no. existing hip to gable extensions and an existing two storey rear extension. The roof of the two storey rear extension connects to the roof of the main body of the roof of the original two storey detached dwellinghouse. Combined together these extensions increase the cubic content of the original roof by more than 50 cubic metres so therefore they do not constitute permitted development.

The existing rear dormer has a width of 9 metres, a depth of 3.8 metres and a height of 2 metres.

The existing two storey rear extension has an eaves height of 5.8 metres and a roof ridge height of 6.7 metres. It has a depth of 3 metres and a width of 6.9 metres.

The application site is not located within a conservation area and nor does it contain a listed building.

2. Site History

Reference: 16/6615/FUL

Address: 48 Ravenscroft Avenue, London, NW11 8AU

Proposal: Conversion of existing property into 5no self-contained flats. Conversion of garage into habitable room, insertion of window to replace garage door. Single storey rear extension. New

outbuilding to rear. Associated refuse and recycling store, parking, amenity space. , .

Decision: Pending Consideration.

Decision Date: No Decision Made.

Reference: 16/0308/192

Address: 48 Ravenscroft Avenue, London, NW11 8AU

Proposal: Two storey rear extension. Removal of chimney. Conversion of garage into habitable room, insertion of window to replace garage door. Erection of outbuilding to rear garden.

Decision: Lawful.

Decision Date: 1 February 2016

3. Proposal

The conversion of the existing semi-detached dwellinghouse into 5 no. self-contained flats with associated refuse and recycling store, on-site parking and rear amenity space.

The erection of a single storey rear extension that projects 5.5 metres in depth from the rear elevation wall and it has a width of 10.6 metres and flat roof with a height of 3.4 metres. Before the existing two storey rear extension was erected the application site had an existing single storey rear outrigger that projected 3.6 metres in depth beyond the rear elevation wall and it had a width of 6.9 metres and flat roof with a height of 3.4 metres. The proposed single storey rear extension projects only 1.9 metres in depth beyond the rear flank wall of the pre-existing single storey rear outrigger.

Alterations to the fenestration and internal layout of the rear outbuilding that was deemed lawful through application 16/0308/192. The outbuilding is to be used as storage space for the 5 no. proposed flats.

The retention the existing rear dormer windows, the existing 2 no. hip to gable extension and the roof of the existing two storey rear extension.

4. Public Consultation

104 consultation letters were sent to neighbouring properties.
A site notice was erected on 30/12/2016.

7 objections were received in response. The objections concerned the following issues:

- The outbuilding is poorly designed and it appears incongruous on the application site and it would be out of character with the other properties in the street scene.
- The design of the outbuilding as built appears inconsistent with the submitted plans.
- The conversion of the existing dwellinghouse into no 5 no. flats is an over development of the application site and it is inconsistent with the other properties in the local area.
- There is limited on street parking provision in the local area and conversion into 5 no. flats would further exacerbate this problem.
- The outbuilding could be used as a self-contained residential unit.
- Due to the number of potential future occupiers living on the application site, the proposal would cause the occupiers of adjoin properties to suffer a material loss of privacy when using their rear gardens.
- The proposed singles storey rear extension and the outbuilding would alter the existing rear garden and result in a loss of habitation for wild life.

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 National Planning Policy Framework (NPPF) was published on 27 March 2012. 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 2016 MALP

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 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS14.
- Relevant Development Management Policies: DM01, DM02, DM07, DM08 and DM17.

Supplementary Planning Documents

Residential Design Guidance (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.

5.3 Assessment of proposals

The main issues for consideration in this case are:

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

5.3 Assessment of proposals

The principle of flats in this location:

The Borough has an attractive and high quality environment that the Council wishes to protect and enhance. It is therefore considered necessary to carefully assess both the design and form of new development to ensure that it is compatible with the established character of an area that is defined by the type and size of dwellings, the layout, intensity, and relationship with one another and their surroundings. Proposals involving the redevelopment of sites in residential localities are required to reflect the particular character of the street in which the site is located and the scale and proportion of the houses.

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

Policy DM01 of Barnet's Development Management Policies states that conversion of dwellings into flats in roads characterised by houses will not normally be appropriate.

The locality that surrounds the application site contains existing flatted residential development. According to council tax records the following properties contain flats:

1 Ravenscroft Avenue = 3 Flats
3 Ravenscroft Avenue = 3 Flats
10 Ravenscroft Avenue = 3 Flats
12 Ravenscroft Avenue - 2 Flats
Ravenscroft Court, Ravenscroft Avenue = 13 Flats
Chesterfield Court, Ravenscroft Avenue = 5 Flats
Ayla Court, 21 Ravenscroft Avenue = 5 Flats
29 Ravenscroft Avenue = 29 Flats
33 Ravenscroft Avenue = 2 Flats
35 Ravenscroft Avenue = 2 Flats
8 Ravenscroft Avenue = 11 Flats

10 Ravenscroft Avenue = 3 flats

As there are several flatted developments in the area surrounding the application site, it is considered that the conversion of the application site into flats is acceptable in principle. It is noted that Chesterfield Court, Ravenscroft Avenue is a detached property of a similar size to the application site and it contains 5 no. flats.

Density:

The proposal is for 5 no. residential units with 11 no. habitable rooms. The application site has a size of 0.06 hectares. The London Plan density matrix calculator was used to assess the proposal.

The proposal has a density of:

Unit per hectare: 83.33 u/ha

Habitable rooms per hectare: 183.33 hr/ha

The application site is located in a suburban area and it has a Public Transport Accessibility Level (PTAL) of 4. A location such as this can have a maximum density of between 200-350 hr/ha and 70-130 u/ha. The proposal does not exceed this density so therefore the conversion of the existing dwellinghouse into 5 no. flats is not considered to be an over intensification of the use of the application site.

Whether the proposal provides a satisfactory living environment for future occupiers:

Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and that development makes a positive contribution to the borough.

Floor Area:

The 5 no. proposed flats have the following gross internal area (gia)

Flat 1	2 bedrooms 3 persons	86 m ²
Flat 2	1 bedroom 2 persons	58 m ²
Flat 3	1 bedroom 2 persons	50 m ²
Flat 4	1 bedrooms 2 persons	50 m ²
Flat 5	1 bedroom 1 persons	45 m ²

The London Plan (2016) and Barnet's policies and Sustainable Design and Construction SPD (Oct 2016) set out the minimum gia requirements for residential units. The minimum requirements are as follows:

- 2 bedroom unit for 3 persons on a single storey requires 61 m²
- 1 bedroom unit for 2 persons on a single storey requires 50 m²
- 1 bedroom unit for 1 person on a single storey requires 37 m²

It is considered that the 5 no. proposed units meet this requirement.

Bedroom size:

Table 2.2: 'Internal layout and design requirements' of Barnet's Sustainable Design SPD (Oct 2016) states that bedrooms should meet the following requirements.

- Single bedroom: minimum area should be 7.5 m² and is at least 2.15m wide to comply with the nationally described space standard.

- Double/twin bedroom: minimum area should be 11.5 m² and minimum width should be 2.75 m to comply with the nationally described space standard.

All the bedrooms in the proposed 5 no. flats meet these standards.

Floor to ceiling height:

Table 3.3 of Policy 3.5 of the London Plan states that a minimum ceiling height of 2.3 metres is required for at least 75% of the gross internal area of a dwelling. All of the proposed flats have floor to ceiling heights that meet this requirement.

Light/outlook:

Barnet's Sustainable Design SPD (Oct 2016) states that glazing to all habitable rooms should not normally be less than 20% of the internal floor area of the room and that habitable rooms should receive adequate outlook. It is considered that all the habitable rooms have enough glazing to provide adequate outlook and to receive adequate daylight/sunlight. Flat 4 is single aspect but as the habitable rooms in this unit have adequate glazing, the future occupiers would receive enough daylight/sunlight and have enough outlook to enjoy an acceptable standard of accommodation.

Room stacking:

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. It is noted the living/kitchen room of Flat 3 on the first floor is above the bedroom of Flat 1 on the ground floor but it is considered that with adequate sound insulation that the occupiers of Flat 1 can be would not suffer a material loss of amenity as a result of noise and disturbance.

Sound insulation between units should be incorporated into the scheme which should be in compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission). This is due to its relationship both horizontally and vertically to neighbouring residential units. The applicant should achieve the required sound insulation levels; this will be enforced by an appropriate condition attached to the decision.

Amenity Space:

Table 2.3 of Barnet's Sustainable Design SPD (Oct 2016) states that flats should have 5 m² of amenity space per habitable room. Habitable rooms exceeding 20 m² of floor space are counted as two.

Flat 1 has 4 no. habitable rooms and requires 20 m² of amenity space.

Flat 2, Flat 3, Flat 4 and Flat 5 have 3 no. habitable rooms and require 15 m² of amenity space each.

Flat 1 and Flat 2 are provided with 36 m² and 28 m² of private amenity space respectively which meets this requirement.

Flat 3, Flat 4 and Flat 5 are provided with 143 m² of shared amenity space at the rear of the property. As these flats are single bedroom units rather than family units, having shared amenity space is considered acceptable.

For these reasons it is considered that the proposal would provide the future occupiers of the property with adequate amenity space.

The Impact on the appearance and character of the area:

Extensions should appear to be subservient additions to the original detached property.

Barnet's Residential Design Guidance SPD (October 2016) states that rear dormers should not occupy more than half the width or half the depth of the roof slope. The existing rear dormer window is greater than half width of the original roof slope as it is built on the existing hip to gable extensions. But it is also noted that the rear dormer is set up from the eaves by 0.35 metres and set down from the roof ridge by 0.5 metres. There are many examples of large roof extensions within the street scene. Although the existing rear dormer is of a greater bulk than the Residential Design Guidance SPD (October 2016) suggests is appropriate, it is considered that if the width of the existing dormer was reduced to half the width of the original roof slope the visual impact on the streetscene would not be materially altered. On balance the existing rear dormer window is acceptable.

The existing two storey rear extension meets the requirements of permitted development except for the fact that its roof is connected to the original roof of the main body of the existing detached dwellinghouse and the roof extensions that have been carried out to the detached property exceed the 50 m³ allowance given under permitted development. Due to its size and shape, the roof of the two storey rear extension is considered to respect the architectural integrity of the original semi-detached property and it would not have a negative impact on the streetscene.

There are other examples of hip to gable roof extensions within the surrounding area so therefore the existing hip to gable extensions would not appear incongruous on the application site and nor would they have a negative impact on the character of the streetscene.

Barnet's Residential Design Guidance SPD (October 2016) states that depth of a single storey rear extension, normally considered acceptable for a detached property is 4 metres. The proposed single storey rear extension projects 5.5 metres in depth from the rear elevation wall, but it is noted that the detached property on the application site had a single storey rear outrigger that projected 3.6 metres in depth beyond the rear elevation wall. The proposed single storey extension is set back 1 metre from the boundary with Croft Court Hotel, No. 44 Ravenscroft Avenue and 0.9 metres from the boundary with No. 50 Ravenscroft Avenue. The rear garden on the application site is considered to be large and there is a setback of approximately 27 metres from the rear flank wall of the proposed single storey rear extension and the northern boundary of the application site. For these reasons the proposed single storey rear extension is not considered to visually dominate the application site and it would respect the architectural integrity of the original detached property.

The single storey rear outbuilding has the same dimensions as the outbuilding deemed lawful through application 16/0308/192. The only external differences are to the fenestration and these alterations could be carried out under permitted development. As the outbuilding has been deemed lawful and was mostly constructed as the time of the officer's site visit, it is considered that its visual impact on the streetscene will not be assessed as part of this application.

The impact on the amenities of neighbouring occupiers

There are several examples of flatted development in the area surrounding the application site and the proposal only provides accommodation for 10 no. people. For these reasons it is considered that the proposal would not result in the occupiers of neighbouring and adjoining properties from suffering a material loss of amenity as a result of future occupiers of the property coming and going from the application site and occupying the detached property. The communal amenity space on the application site is accessed via a path between the eastern elevation of the detached property on the application site and the western side elevation of Croft Court Hotel, No. 44 Ravenscroft Avenue. As this adjoining property is a hotel it has many people occupying the site so therefore the occupiers of the hotel would not be suffer a material loss of amenity from people using this path to access and the communal amenity space and from occupying the amenity space.

No. 50 Ravenscroft Avenue is a single family dwellinghouse. The private garden space for Flat 1 is positioned next the No. 50 Ravenscroft Avenue's western boundary. The private garden space for Flat 1 is only to be used by a small household and the communal garden space is located approximately 12.5 metres in depth rom the rear elevation of No. 50 Ravenscroft Avenue. For these reasons it is considered the occupiers of No. 50 Ravenscroft Avenue would not suffer a material loss of amenity as a result of noise and disturbance or a loss of privacy as a result of the occupiers 5 no. prosed flats using the onsite amenity space.

The plans submitted with the application state that the rear outbuilding is to be used for storage purposes. A condition shall be included in the decision notice requiring that it is ancillary to the 5 no. flats and it not used as a self-contained unit.

There is a window on the western flank of the propsoed single storey rear extension. To prevent the occupiers of Croft Court Hotel, No. 44 Ravenscroft Avenue from suffering a material loss of amenity as a result of a loss of privacy a condition shall be included in the decision notice requiring this window to be entirely obscure glazed and permanently fixed shut fixed shut unless the part of the window that is operable is 1.7 metres above the internal floor height. Due to its size, height, position and fenestration the proposed single storey rear extension is not considered to cause the occupiers of neighbouring and adjoining properties to suffer a material loss of amenity as a result of a loss of daylight/sunlight, a loss of outlook or a loss of privacy and nor would it have an overbearing impact on these properties.

The overlooking of the rear amenity space of neighbouring and adjoining properties from the windows of the rear dormer is considered to be no worse than the overlooking from the rear elevation windows of the original semi-detached property.

Parking and Highways

In accordance with our policy DM17 1 bed units require 1 to less than 1 space and 2 bed unit 1 to 1.5 spaces per unit. Taking into account the accessibility of the location with a

PTAL of 4 with 4 x 1 bedroom and 1 x 2 bedroom the parking demand will be 0.3 spaces for each 1 bed and 1.2 spaces for the 2 bed, the total demand is 3 spaces. The development will include 2 off-street spaces and therefore there is an overspill of 1 space. Resident permit holders only Mon-Fri 11am-12pm and parking is in high demand. In accordance with our policy the applicant should undertake a parking survey to confirm there is spare capacity, if the applicant is not willing than we would ask that the developer enters into a unilateral agreement to remove the right for residents to apply for an on-street residential parking permit and contribute £2000 to amend the Traffic Management Order (TMO).

Cycle parking provision should be in accordance with the London Plan that requires a minimum of 1 space for 1 bed units and 2 spaces for 2+ bed units. A condition shall be included in the decision notice requiring adequate cycle parking provision.

Refuse and recycling storage

Collectively the proposed 5 no. flats require the following onsite bin provision:

- 1 no. grey 1100L metal bin (known as a euro bin)
- 2 no. blue 240L dry recycling bins
- 3 no. green 240L garden waste recycling bins

The proposal provides this adequate waste and recycling storage at the front amenity space of the property.

5.4 Response to Public Consultation

The following issues have been addressed elsewhere in the report:

- The principle of the conversion of the application site into flats
- The visual impact of the proposed and existing extension on the streetscene
- The impact of the proposal on parking provision in the local area.
- The use of the outbuilding and its design
- The impact on the amenity of neighbouring and adjoining occupiers

Material considerations:

- The proposal only slightly reduces the garden area and so therefore it is not considered to have a material impact on flora and fauna on the application site

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 support 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 and it would provide an acceptable standard of amenity for future

occupiers. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval.

