

- 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 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).

- 4 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 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 5 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.

- 6 a) Notwithstanding the details shown on Drawing No.417 5PL 02, 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).

- 7 No flat within the development shall be occupied until cycle parking and cycle storage facilities have been provided in accordance with the details shown on Drawing No.417 5PL 02. The cycle parking and cycle storage shall be permanently retained thereafter.

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.

- 8 Before the development hereby permitted is first occupied, the existing amenity space shall be subdivided in accordance with the details on Drawing No.417 5PL 02, Drawing No.417 5PL 08, and Drawing No.417 5PL 09, 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 October 2016).

- 9 a) Before the development hereby permitted is first occupied or the use first commences, parking space(s) and turning space(s) as shown on Drawing No.417 5PL 02; 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 2016.

- 10 Before the development is commenced; a scheme showing details of access points (Pedestrian and Vehicular), estate road(s) and footways in accordance with the siting, size, dimensions and other details shown on the approved drawing shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the access is satisfactory in terms of highway safety and 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.

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. 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 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. 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.
- 3 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 £2,030 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 £7,830 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.

Officer's Assessment

1. Site Description

The proposal site contains a semi-detached two storey dwellinghouse on the northern side of St John's Road. The area surrounding the proposal site is predominantly residential in character. No. 20 St Johns Road is positioned on the application site's western flank and they share a party wall. No. 16 St John's Road is located to the east of the application site.

Prior approval was not required for a 6 metre deep rear extension to the semi-detached property through application 16/8237/PNH on 2 February 2017. At the time of the officer's site visit construction work on this rear extension was partly completed.

Extensions to the roof of the existing dwellinghouse were deemed lawful through application 17/2173/192. The extensions to the roof were a hip to gable extension, rear dormer window with Juliet balcony, and 2 no. roof lights to the front elevation. At the time of the officer's site visit these extensions had been mostly completed.

A first floor rear extension to the existing dwellinghouse was granted permission through application 16/8080/HSE. At the time of the officer's site visit this extension had been mostly completed.

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

2. Site History

Reference: 17/2173/192

Address: 18 St Johns Road, London, NW11 0PG

Proposal: Single storey rear extension and removal of existing rear first floor bay window. Extension to roof including hip to gable end, rear dormer window with juliet balcony and 2no roof lights to front elevation. Insertion of side first floor window.

Decision: Lawful.

Decision Date: 20 April 2017

Reference: 16/8134/HSE

Address: 18 and 20 St Johns Road, London, NW11 0PG

Proposal: Alterations to roof involving raising the front gable to both nos 18 and 20.

Decision: Approved subject to conditions.

Decision Date: 28 February 2017

Reference: 16/8080/HSE

Address: 18 St Johns Road, London, NW11 0PG

Proposal: Part single, part two storey rear extension with changes to windows and door (Amended plans).

Decision: Approved subject to conditions.

Decision Date: 14 February 2017

Reference: 16/8237/PNH

Address: 18 St Johns Road, London, NW11 0PG

Proposal: Single storey rear extension with a proposed depth of 6 metres from original rear wall, eaves height of 3 metres and maximum height of 3 metres.

Decision: Prior Approval Not Required.

Decision Date: 2 February 2017

Reference: 16/7874/PNH

Address: 18 St Johns Road, London, NW11 0PG

Proposal: Single storey rear extension with a proposed depth of 6 metres from original rear wall, eaves height of 3 metres and maximum height of 3 metres.

Decision: Prior Approval Required and Refused.

Decision Date: 29 December 2016

Reference: 16/7364/192

Address: 18 St Johns Road, London, NW11 0PG

Proposal: Extension to roof including hip to gable end, rear dormer window with Juliette balcony and 2 no roof lights to front elevation. Single storey rear extension.

Decision: Lawful.

Decision Date: 14 December 2016

Reference: 16/7435/PNH

Address: 18 St Johns Road, London, NW11 0PG

Proposal: Single storey rear extension with a proposed depth of 6 metres from original rear wall, eaves height of 3 metres and maximum height of 3 metres.

Decision: Prior Approval Required and Refused.

Decision Date: 8 December 2016

Reference: B/04557/08

Address: 18 St Johns Road, London, NW11 0PG

Proposal: Single storey rear extension..

Decision: Lawful.

Decision Date: 20 January 2009

3. Proposal

The conversion of the existing single family dwellinghouse into 3 no. self-contained flats. Associated works.

4. Public Consultation

Consultation letters were sent to 82 neighbouring properties.

A site notice was erected on 04/05/2017.

A press notice was published on 02/05/2017.

11 objections were received in response.

The objections concerned the following issues:

- The proposal would have negative impact on parking provision in the local area. There are already insufficient parking spaces in the local area and the roads are narrow and congested. The proposal would prevent people in St Johns Road with mobility issues from traveling to and from their homes. If the application is approved then it will set a precedent in the local area and allow for further flat conversion which could cause further congestion.
- Construction work on the extension to the property is taking place before a decision is made on the current application.
- The proposal will increase the population density of the local area.
- The proposal will increase the amount of litter and overflowing bins in the local area.

- Concern was expressed that if 3 no. flats were granted permission on the application site then there is nothing to stop the site being subdivided further into more flats.
- Converting the property into flats will lead to an increase in crime and anti-social behaviour in the local area.
- The proposal will cause the occupiers of neighbouring and adjoining properties to suffer a material loss of amenity as a result of noise and disturbance.
- The increased car parking requirements on the application site would result in an increase in air pollution in the local area.
- If a window was inserted into the front facing gable of the on the front elevation of the existing property it would overlook No. 17 St. Johns Road.
- The extensions to the property are harmful to the character of the area.
- The extensions cause the occupiers of neighbouring and adjoining properties to suffer a material loss of privacy as result of overlooking.
- The extensions will block out daylight/ sunlight to neighbouring properties.

Internal Consultees

Barnet's Highways officers were consulted on the application and they raised no objections to the proposal subject to conditions.

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.

The principle of flats in this location:

The National Planning Policy Framework (NPPF) encourages the provision of more housing and states that applications should be considered in the context of the presumption in favour of sustainable development. Local Planning Authorities should encourage the effective use of land by re-using land that has been previously developed provided that it is not of high environmental value.

Policy 3.4 of The London Plan (2016 MALP) promotes the optimisation of housing output within different types of location.

Policy 3.8 of The London Plan also encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

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.

In assessing whether flats are appropriate in this location, policy DM01 of Barnet's Development Management Policies states that consideration should be given to the character of the road and where proposals involve the loss of dwellinghouses in roads characterised by dwellinghouses, this will not normally be appropriate.

On 11.06.2015 permission was granted at No. 3 St Johns Road for the conversion of a single dwelling house into 3 no. self-contained flats through application reference 15/02722/FUL. According to council tax records, No. 3 St Johns Road, No. 7 St Johns Road, No. 16 St Johns Road, No. 30 St Johns Road and No. 42 St Johns Road contain flats. Of the 41 no. buildings on St. Johns Road, 5 no. of them are flatted residential units. Of these flatted residential units, 1 no. unit contains 3 no. flats (No. 3 St Johns Road), the others contain 2 no. flats.

As there are several flatted developments in the area surrounding the proposal site as well as a recent planning approval for a flat conversion, it is considered that the conversion of the proposal site into flats is acceptable in principle provided that it meets the requirements described below.

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:

Table 2.2 of Barnet's Sustainable Design SPD (Oct 2016) states for floor space to be considered habitable is must have a floor to ceiling height of 1.5 metres or more.

The 3 no. proposed flats have the following gross internal area (gia):

Flat 1	2 bedrooms 4 people	98 m ²
Flat 2	2 bedrooms 3 people	74 m ²
Flat 3	1 bedroom 1 person	45 m ²

Table 3.3 of the London Plan (2016 MALP) and Barnet's policies and table 2.1 of Barnet's Sustainable Design SPD (Oct 2016) set out the minimum residential space standard requirements for new residential units. The required gfa for the units is as follows:

- 1 bedroom for 1 person on a single floor with a shower is 37 m²
- 2 bedrooms for 3 people on a single floor is 61 m².
- 2 bedrooms for 4 people on a single floor is 70 m².

All of the proposed flats are considered to meet these requirements.

Room dimensions:

Table 2.2 of Barnet's Sustainable Design SPD (Oct 2016) sets out the internal layout and design requirements for rooms in a new residential unit. It 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 of the proposed bedrooms meet the relevant space requirements.

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, although a floor to ceiling height of 2.5 metres is preferred. All of the proposed habitable rooms are considered to meet this requirement.

Light/outlook:

Table 2.4 of Barnet's Sustainable Design SPD (Oct 2016) sets out the minimum glazing requirements for habitable rooms in a new residential unit. It states that glazing to all habitable rooms should not normally be less than 20% of the internal floor area of the room and the habitable rooms should have an acceptable level of outlook. All of the habitable rooms within the proposal are considered to meet this requirement.

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 considered provided that sufficient sound insulation is provided that the proposed room stacking is adequate to prevent the future occupiers of the proposed 3 no. flats to 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. Rooms with a with an internal floor space of greater than 20 m² are counted as 2 habitable rooms.

Flat 1 has 5 habitable rooms and requires 25 m² of amenity space.

Flat 2 has 5 habitable rooms and requires 25 m² of amenity space.

Flat 3 has 2 habitable rooms and requires 10 m² of amenity space.

Flat 1 is provided with 27 m² of private amenity space. Flat 2 and Flat 3 are provided with 45 m² of shared amenity space. It is considered that the 3 no. flats are provided with adequate on site amenity space. The amenity space for Flat 1 is separated from the amenity space for Flat 2 and Flat 3 by a fence. This fence is considered to be high enough to provide the occupiers of Flat 1 with adequate privacy when using their amenity space.

The Impact on the appearance and character of the area:

There are no proposed extensions to the existing semi-detached property on the application site. The extensions to the property that were either approved through application 16/8080/HSE or deemed lawful through application 17/2173/192 and application 16/8237/PNH were close enough to being completed at the time of the officer's site visit that they are considered to be existing. For this reason their impact on the character and appearance of the application site and the streetscene is not assessed in the current application.

Notwithstanding the details already submitted, details of enclosures and screened facilities for the bin storage shall be secured through in order for the bins not to have a negative visual impact on the character of the streetscene.

The impact on the amenities of neighbouring occupiers

DM01 requires that development proposals should not have a material negative impact on the amenity of the occupiers of neighbouring and adjoining properties.

The impact of the ground floor rear extension on the amenity of the occupiers of neighbouring and adjoining properties has already been assessed through application ref 16/7874/PNH and impact of the first floor rear extension on the amenity of the occupiers of neighbouring and adjoining properties has already been assessed through application ref 16/8080/HSE.

The roof extensions were deemed lawful through application 17/2173/192. There is no assessment of the impact on neighbour amenity for an application for a certificate of lawfulness.

The existing floor plans depict the extended dwellinghouse as providing accommodation for 6 no. people. The 3 no. proposed flats would provide accommodation for 8 no. people. The proposal would only increase the number for occupiers on the application site by 2 no. people and there are other examples of existing flats on St Johns Road. For these reasons the proposed conversion is not considered to cause the occupiers of neighbouring and

adjoining properties to suffer a material loss of amenity as a result of noise and disturbance from people coming and going from the application site and occupying the site.

The parking requirements for the proposal are described below. It is not considered that the parking requirements for the proposal are so significant as to cause the occupiers of neighbouring and adjoining properties to suffer a material loss of amenity as a result of air pollution.

Parking and Highways

Policy DM17 concerns the parking standards for new developments. It states that flats with 2 to 3 bedrooms are required to have 1.5 to 1 parking space and flats with 1 bedroom are required to 1 to less than 1 space. The application site has PTAL of 3 which is considered fair. For these reasons the proposal is considered to require 3 no. parking spaces.

The application site is located within a Controlled Parking Zone restricting parking to resident permit holders only Monday to Friday 11am-12pm.

The proposal provides 1 no. onsite parking space. The applicant has received approval for the construction of a drop curb access for the proposed parking space.

In order to demonstrate that the proposal would have an acceptable impact on parking in the local area the applicant submitted a parking survey. The applicant originally submitted a parking survey from 2015 that was considered as out of date and as such the recommendation was for a restriction on permits. The applicant undertook a new parking survey dated June 2017 which indicates the availability of spaces on St Johns road. The survey was carried out in accordance with the Lambeth Methodology which is considered as the best practice for parking beat surveys. The survey indicated that the overnight parking stress was 78% for St Johns Road, with 11 no. free parking spaces available to accommodate any potential overspill parking from the proposed development. Therefore this development with a shortfall in parking provision is acceptable on highway grounds with no restriction on residents parking permits.

To comply with the cycle parking provision requirements of the London Plan (2016 MALP) 5 no. cycle parking spaces should be provided. These will be secured through condition. As the shared rear amenity space for Flats 2 and 3 exceeds requirement by 10 m2 it is considered that the additional cycle parking spaces can be provided within the rear amenity without prejudicing the amenity of future the occupiers of these units.

For these reasons there are no objections to the proposal on highways grounds.

Refuse and recycling storage

Barnet's Provision of Household Recycling and Waste Service document (2017) contains the recommended requirement for waste and recycling provision for new developments. Collectively the proposed 3 no. flats require the following onsite bin provision:

- 1 no. 660 Litre house hold refuse bin
- 2 no. 240 Litre blue recycling bins
- 2 no. 240 Litre garden waste bins
- 3 no. 23 Litre brown food waste recycling bins

There is considered to be adequate space within the front amenity space of the property for the required bin storage. The waste and recycling storage area at the front of the property is located within 10 meters of the public highway so therefore it is easily accessible on collection day.

Details of enclosures and screened facilities for the bins shall be secured through a condition in order for them not to have a negative visual impact on the character of the streetscene.

For these reasons the waste and recycling storage provision is considered to be acceptable.

5.4 Response to Public Consultation

The following issues have been addressed elsewhere in the report:

- The principle of the proposed conversion of the existing dwellinghouse into flats and its impact on the housing stock in the local area.
- The impact of the proposal on the amenity of the occupiers of neighbouring and adjoining properties.
- The visual impact of the proposal on the character of the local area.
- The waste and refuse provision for the 3 no. proposed flats.
- The impact of the proposal on highways and parking provision in the local area.

Other issues:

- The LPA has not been provided with any information that conclusively demonstrates that the conversion of a dwellinghouse into flats results in an increase in crime and anti-social behaviour the local area.
- When the LPA makes an assessment of a proposal for a flat conversion it is assumed that the proposed occupants of the flats will behave in a reasonable manner. Adequate bin storage provision will be provided for the proposal. If the behaviour of future occupiers causes environmental health problems then local residents can contact the Council's Environmental Health Department.
- The applicant has already received planning permission for the extension or they have already been deemed lawful. For these reasons it is considered acceptable that construction work has been nearly completed before a decision is made on the current application.
- No windows are proposed to be inserted into the front facing gable of the on the front elevation of the existing property on the application site. To insert one would require planning permission.
- The proposal would only increase the number of occupiers of the property by 2 no. people so therefore it is not considered to be an over intensification of 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.

