

**Location** 67 The Ridgeway London NW11 8PH

**Reference:** 17/4757/FUL

Received: 24th July 2017

Accepted: 24th July 2017

Ward: Childs Hill

Expiry 18th September 2017

Applicant: Ms Orly Weinberger

Proposal: Conversion of dwelling house into 2no semi-detached dwelling houses following demolition of the existing single storey rear extension and erection of a part single storey, part two storey side and rear extension with pitch roof to match existing. Extension to roof including 1no rear dormer window and 1no side dormer window to both existing and proposed roof slopes. Associated amenity space, parking, cycle storage, and refuse storage

**Recommendation:** Approve subject to conditions

AND the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning 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 Chairman (or in his absence the Vice- Chairman) 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: Site Location Plan, RE/67TR/.463/1, RE/67TR/.463/2, RE/67TR/.463/3, RE/67TR/.463/4 Rev A, RE/67TR/.463/5, RE/67TR/.463/6, RE/67TR/.463/7, RE/67TR/.463/8, RE/67TR/.463/9 Rev A.

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 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) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 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 (2015) and the 2016 Mayors Housing SPG.

- 6 Before the building hereby permitted is first occupied the proposed window(s) in the first floor side elevations facing 65 and 69 The Ridgeway 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 April 2013).

- 7 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.

- 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 Before the development hereby permitted is first occupied a revised parking layout drawing showing parking perpendicular to the kerb in accordance with the highway requirements shall be submitted and approved by the Local Planning Authority. The approved parking layout shall be provided and marked out prior to occupation in accordance with the approved drawing and that area shall not thereafter be used for any purpose other than the parking and turning of vehicles.

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 CS9 of the Local Plan Core Strategy (adopted September 2012), Policy DM17 of the Local Plan Development Management Policies DPD (adopted September 2012) and 6.1, 6.2 and 6.3 of the London Plan 2015.

- 10 a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with a scheme to be 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 the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy 6.9 and Table 6.3 of The London Plan (2016) and 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.

- 11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A, B, C, D, E, F of Part 1 of Schedule 2 of that Order shall be carried out to the development hereby approved.

Reason: To safeguard the amenities of neighbouring occupiers, the health of adjacent TPO trees and the general locality in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012).

- 12 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Class C of Part 2 of Schedule 2 of that Order shall be carried out to the development hereby approved.

Reason: To safeguard the amenities of neighbouring occupiers, the health of adjacent TPO trees and the general locality in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012).

- 13 The roof of the 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).

#### **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. 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](http://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.

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.

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](mailto: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](http://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](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](http://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**

**The application was called in to Committee by Councillor Ryde on grounds of the potential impacts associated with the creation of additional residential units.**

### **1. Site Description**

The application site is located on The Ridgeway close to the junction with Gresham Gardens/Woodstock Road. It currently features a large, detached single dwelling-house, set over two storeys and featuring a prominent front projecting gable. The property is in an Arts & Crafts vernacular style, with a combination of rough render and hanging tiles under a pitch roof surmounted by ornamental chimney-stacks.

The immediate area (including the Ridgeway and nearby parts of Gresham Gardens and Woodstock Road) is characterised by dwellings in a similar style, generally set-back from the road behind a combination of dwarf walls and mature hedging.

The surrounding area is predominantly residential characterised by mainly single family dwellings, however there are also a number of flatted developments that have been developed in recent years.

The site is in Flood Zone 1 (low probability). The land does not form part of a Conservation Area, nor does it feature a Listed Building. The site benefits from a Public Transport Accessibility Level (PTAL) of 3, but is immediately adjacent to areas of 5 and 6a due to its close proximity to Golders Green Tube Station (Northern Line) as well as multiple local and national bus routes emanating from the bus station. The property is less than five minutes' walk from shops and services in Golders Green Town Centre.

### **2. Relevant Planning History**

Reference: 17/4537/FUL

Address: 67 The Ridgeway

Decision: Withdrawn

Decision Date: 3rd October 2017

Demolition of the existing dwelling and erection of a new two-storey building with rooms in roofspace comprising 6no flats with associated amenity space, parking, cycle storage, and refuse storage.

Reference: 15/07835/FUL

Address: 85-87 The Ridgeway

Decision: Refused, then allowed at appeal.

Decision Date: Refused 29th February 2016, allowed at appeal 10th November 2016.

Demolition of the existing dwelling and erection of a new two-storey building with rooms in roofspace comprising 6no flats with associated amenity space, parking, cycle storage, and refuse storage.

### **3. Proposal**

Conversion of dwelling house into 2no semi-detached dwelling houses following demolition of the existing single storey rear extension and erection of a part single storey, part two storey side and rear extension with pitch roof to match existing. Extension to roof including

1no rear dormer window and 1no side dormer window to both existing and proposed roof slopes. Associated amenity space, parking, cycle storage, and refuse storage.

The application proposes the demolition of the existing ground floor rear extension, erection of a part single-storey, part two-storey side and rear extension, corresponding roof extensions together with the installation of 2no dormers and sub-division of the property to provide for 2 x 5-bed, 8-person houses.

The accommodation will be spread across two floors and within the roof space. The proposal includes 2no off-street parking spaces (one space for each of the houses), together with private amenity space, 4no secure cycle parking spaces and associated refuse and recycling storage.

#### **4. Public Consultation**

The application was called in to Committee by Councillor Ryde on grounds of the potential impacts associated with the creation of additional residential units.

Consultation letters were sent to 43 neighbouring properties. 3 objections were received. The nature of the objections can be summarised as follows:

- The houses along this stretch of the road are all detached houses with a clear character. Splitting up houses to create smaller ones is not what the area needs or wants. The character of the area should be retained.
- Proposed development is out of character with this part of The Ridgeway
- At least 3 no. off street car parking spaces should be provided.
- PTAL score is 2, not 3.
- Loss of landscaped front garden to be replaced with hardstanding.

#### **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 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

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.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM17.

#### Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

Sustainable Design and Construction SPD (adopted October 2016)

### **5.2 Main issues for consideration**

The main issues for consideration in this case are:

- Principle of subdivision of existing detached dwellinghouse into 2 no. semi-detached dwellinghouses.
- 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 proposals would provide suitable living conditions for future occupiers of the proposed dwellings.

### **5.3 Assessment of proposals**

#### Amended Drawings.

Amended drawings (Proposed Ground Floor Plan - RE/67TR/.463/4A and Proposed Elevations - RE/67TR/.463/9A) were requested by Officers and provided by the applicant on 1st September 2017 showing the following amendments:

- Re-arrangement of front drive area in order to minimise the amount of hardstanding / preserve more of the existing front garden.
- Amended parking arrangement showing cars parked perpendicular to the kerb as required by Highways.
- Refuse bins originally shown in front of the front elevation re-located.
- Front door of 67B moved from the front elevation to the side elevation.

#### Principle of subdivision of existing detached dwellinghouse into 2 no. semi-detached dwellinghouses.

Policy DM01(h) of the LB Barnet Local Plan (Development Management Policies) DPD (2012) states that the "conversion of dwellings into flats in roads characterised by houses

will not normally be appropriate", this proposal, however, relates to the sub-division of the plot and formation of 2no semi-detached single family dwellinghouses.

As such, there is no in-principle policy objection to the proposal, particularly given that the proposal would result in the creation of 2 no. 5 bed family dwelling houses, with a net addition of 1 no. single family dwelling house.

Application 15/07835/FUL (85-87 The Ridgeway) was allowed at appeal on 10th November 2016. The application proposed:

"Demolition of the existing semi-detached properties and detached garage to be replaced by two-storey building with rooms in roof space to provide 5no. self-contained flats, and 1no. single family dwelling including associated off-street refuse storage, 6no.off-street parking spaces and associated landscaping."

In allowing the appeal, the Inspectors found that a building appearing as two semi-detached dwellings would be in keeping with the predominant character and appearance of the area and welcomed the creation of an additional family dwelling.

At paragraphs 12 and 13, the Inspector's Report states:

"12. The proposed development would appear as two purpose built semi-detached dwellings and a detached dwelling and would be of a similar size and scale to the surrounding properties. It would therefore be in keeping with the predominant character and appearance of the residential area and have no materially harmful effect. Furthermore, whilst the proposal would result in the demolition of two family dwellings, it would create two 3 bedroom dwellings and one 5 bedroom dwelling, equating to an overall increase in the number of family dwellings in the area. As a result, it would contribute towards local housing needs as identified in the London Plan (adopted 2011 and 2013) (the London Plan) and the adopted Barnet Core Strategy 2012 (the Core Strategy)."

"13. Consequently, I conclude that the proposed development would respect the established character of the area and therefore would accord with Policies 3.5, 7.4 and 7.6 of the London Plan (adopted 2011 and 2013), Policies CS NPPF, CS1 and CS5 of the Core Strategy, Policy DM01 of the Adopted Barnet Development Management Policies DPD (2012) (the DMP) and the Adopted Residential Design Guidance SPD (2013). Amongst other matters, these policies seek to ensure that development is based on an understanding of local characteristics and respects and enhances the character and appearance of the local area."

The principle of the proposed subdivision to create 2 no. semi-detached single family dwellinghouses is considered to be acceptable.

#### Character and appearance of proposed extensions

The proposed part single, part two storey side and rear extension would require the demolition of the existing single storey side and rear extension, part of which is attached to No. 65 The Ridgeway.

The proposed two storey side element would measure 1.8m in width, extending the full depth of the existing house, adjacent to No. 65, with a 1.0m set back from the existing front elevation and a 1.0m gap to the boundary with No. 65. A gap of at least 4.0m would be maintained between the flank walls of the proposed side extension and the existing

flank wall of No. 65. The front and side set backs of 1.0m and 4.0m gap to the flank of No. 65 are considered to be sufficient to ensure that the proposed extension appears subordinate to the original building and to ensure that a gap is maintained between the application property and No. 65, with no terracing effect occurring.

The proposed sub-division of the garden area would not be out of character within the general area as a result of the reduction in plot widths.

The rear element would extend 4.8m beyond the existing rear elevation at ground floor, and 3.0m at first floor. Whilst a single storey rear extension of up to 4.0m is typically acceptable to detached properties, in this case the ground floor rear element is considered to be acceptable at 4.8m deep as it would not extend beyond the depth of the single storey rear extension at No. 69 (it would be level with the neighbouring addition) and would extend only 1.0m beyond the link extension at No. 65; indeed this would represent an improvement on the existing position where the existing ground floor rear extension to the application property extends approximately 8.0m along the shared boundary.

The first floor rear element would extend 3.0m beyond the existing rear elevation and would be set 1.0m off each neighbouring boundary. Due to the broad plot widths and gaps between properties it is not considered that this element will compromise the character of the area.

As viewed in the street-scene, the proposed building would continue to appear as a single detached dwellinghouse, with a subordinated two storey side extension under a pitched, tile roof, set back 1m from the original front elevation at first floor level. The communal forecourt area will lead to a double door - functioning visually as the principal entrance, with a secondary access to the side, as per the existing arrangements.

Amendments to the scheme have been received including reduction in the amount of hardstanding proposed so that this development is accommodated more comfortably within the local streetscene.

In order to achieve the required internal floor-to-ceiling heights the overall ridge height has been raised by 13cm - to be in line with the neighbouring property at No 65. This is considered likely to be imperceptible in appreciation of the property as part of the street scene and is therefore considered to be acceptable.

Two dormer windows are also proposed. One rear facing and one side facing No. 69. Dormer windows are a feature of the existing streetscene and the proposed additions are therefore considered to be acceptable.

Conditions are attached to prevent further changes under permitted development which could compromise the appearance of the development.

#### Residential amenity of neighbouring occupiers

The proposed ground floor element would extend to a depth of 4.8m; this would be level with the depth of the neighbouring extension at No. 69 and 1.0m past the rear elevation of No. 65, improving on the existing position where the existing rear extension extends 8.0m along the shared boundary. On this basis it is considered that the ground floor rear extension would have no detrimental impact on either of the neighbouring properties.

The first floor rear element would extend 3.0m beyond the existing rear elevation and would be set 1.0m off each neighbouring boundary. For this reason the proposed first floor element would have no detrimental impact on the outlook or general amenity of the immediate neighbouring properties and is also considered to be acceptable.

The applicant proposes that the windows in the side elevation at first floor level and in the eastern elevation at roof level are proposed to be obscure glazed and fixed shut up to a minimum level of 1.7m above the internal floor level in order to prevent overlooking and maintain the privacy of neighbouring occupiers, particularly the side windows of No. 65 The Ridgeway, and this can be secured by condition.

### Quality of Accommodation

#### Space Standards

All of the proposed flats meet the minimum London Plan / National residential space standards as follows:

Requirement for a 3 storey, 5 bed, 8 person dwelling = 134 sq m.

Dwelling 67A = 188 sq m

Dwelling 67B = 211 sq m

All of the bedrooms also meet the required minimum bedroom standards as follows:

Unit 67a: Bedroom 1 - 13.34sq m; Width - 2.89m

Unit 67a: Bedroom 2 - 11.45sq m; Width - 2.75m

Unit 67a: Bedroom 3 - 8.48sq m; Width - 2.15m

Unit 67a: Bedroom 4 - 13.27sq m; Width - 4.00m

Unit 67a: Bedroom 5 - 7.63sq m; Width - 2.45m

Unit 67b: Bedroom 1 - 15.17sq m; Width - 3.38m

Unit 67b: Bedroom 2 - 13.63sq m; Width - 2.75m

Unit 67b: Bedroom 3 - 9.94sq m; Width - 2.47m

Unit 67b: Bedroom 4 - 17.56sq m; Width - 4.00m

Unit 67b: Bedroom 5 - 8.60sq m; Width - 2.28m

The proposed development achieves minimum ceiling heights of 2.3m, and the proposed dwellings would have dual aspect and good levels of outlook from habitable room windows. There are no stacking issues.

The proposal is therefore considered to be acceptable in terms of quality of accommodation.

#### Amenity Space

Dwelling 67A would provide 126 sq m of private outdoor amenity space and 67B 140 sq m. This is in excess of the required level of provision of 85 sq m for houses of 7 or more habitable rooms and is therefore acceptable.

#### Highways

2 no. off-street parking spaces are proposed, 1 for each house.

The maximum parking standards set out in policy DM17 expect development to provide parking as follows:

Detached houses - 2 to 1.5 spaces.

On this basis the proposed development should provide parking at a range of between 3 and 4 spaces.

Highways advise that a shortfall of 1 space in this location would not result in an objection on Highways grounds.

The application originally proposed parking parallel to the kerb in order to avoid the need for a new crossover / moving an existing on street parking bay and in order to retain the existing front hedge.

However, Highways advised that parking would need to be provided perpendicular to the kerb. This amendment to the parking layout was made when amended drawings were submitted on 1st September 2017 and the perpendicular parking layout can be secured by planning condition.

#### Cycle Parking

2 no. secure cycle parking spaces are provided for each proposed dwellinghouse within the respective rear gardens. This level of provision is in accordance with the relevant London Plan standards and is therefore acceptable.

#### Refuse Storage

Para 15.18 of the Residential Design Guidance seeks to ensure that bin and refuse storage provision is provided within the curtilage of the building. In this instance the applicant has provided refuse storage facilities and siting for the dwellings to the front and rear of the property within its curtilage and a condition will be attached for the submission and approval of a waste bin storage facility and to ensure bins are stored in the designated approved storage area, other than on collection days.

#### Sustainability

In respect of Carbon Dioxide emission reductions, a condition will be attached to any planning permission requiring the scheme to achieve a minimum of 6% Carbon Dioxide reductions against Part L of the 2013 Building Regulations. This level of reduction is considered to comply with the requirements of Policy 5.2 of the London Plan (2016 Minor Alterations) and the 2016 Housing SPG's requirements.

With regard to water consumption, a condition will be attached to any planning permission requiring each unit to receive water through a water meter, and be constructed with water saving and efficiency measures to ensure a maximum of 105 litres of water is consumed per person per day, to ensure the proposal accords with Policy 5.15 of the London Plan (2016 Minor Alterations).

### **5.4 Response to Public Consultation**

Addressed elsewhere in this report.

### **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.

