

**Location**                               **179 Regents Park Road London N3 3PB**

**Reference:**                           **18/3019/FUL**                               Received: 17th May 2018  
Accepted: 4th June 2018

Ward:                                       Finchley Church End                               Expiry 30th July 2018

Applicant:                               Eddie Cohen

Proposal:                               Conversion of existing dwelling into 3no self-contained flats including  
conversion of existing garage into habitable room, insertion of window to  
replace garage door

**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;  
Drwg. No. SV 01/A;  
Drwg. No. SV 02/A;  
Drwg. No. GA 21/A;  
Drwg. No. GA 22/A;  
Drwg. No. GA 23; and  
Drwg. No. GA 25.

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 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.

- 6 Prior to occupation of the development, parking spaces and the access to the car parking spaces from public highway shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be used only as agreed and not to be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason

To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 7 The property shall be used as self-contained units as shown in the hereby approved drawings under Class C3(a) and no other purpose (including any other purpose in Class C3 or C4 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

- 8 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 9 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.

- 10 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.

- 11 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).

### **Informative(s):**

- 1 In accordance with paragraphs 186-187, 188-195 and 196-198 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. Your planning application has been assessed at this time as liable for 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 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](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.

- 3 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via [street.naming@barnet.gov.uk](mailto:street.naming@barnet.gov.uk) or by telephoning 0208 359 4500.

- 4 For any proposal new crossovers or modification to the existing crossovers, a separate crossover application must be submitted for approval to the Highways Authority. Details of the construction and location of the new crossover are required to be agreed with the highway authority. Any street furniture, road markings or parking bays affected by the proposed works following site investigation would be relocated at the applicant's expense.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team in conjunction with the highway tree section as part of the crossover application. The outcome of this assessment cannot be prejudged.

Please Note: A maximum width of a crossover allowed from a public highway is 4.8 meters.

Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

Works on public highway shall be carried out by the Council's contractors. An estimate for this work could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

- 5 Refuse collection points should be located within 10 meters of the Public Highway. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department.
- 6 The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance towards any damage to the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic related to the proposed development. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or

extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.

## **Officer's Assessment**

### **1. Site Description**

The application site is at 179 Regents Park Road, which is located in the Finchley and Golders Green Area. The application site comprises a two storey detached single family dwelling house. This part of Regents Park Road can be characterised as a mix of two storey detached and semi-detached houses, flatted development and purpose built apartment blocks.

The application site is not located within a conservation area, nor is it within close proximity of listed structures or historical monuments.

### **2. Relevant Site History**

Reference: 18/0276/192

Address: 179 Regents Park Road, London, N3 3PB

Decision: Lawful

Decision Date: 23 February 2018

Description: Extension to roof including 1no wraparound dormer to both sides and rear elevations with 1no rooflight to each side elevation following reduction of existing rear projection roof.

Reference: 18/0278/HSE

Address: 179 Regents Park Road, London, N3 3PB

Decision: Approved subject to conditions

Decision Date: 19 March 2018

Description: Single storey rear extension following demolition of existing single storey rear extension.

### **3. Proposal**

This application seeks full planning permission for the conversion of the existing dwelling into 3no self-contained flats including the conversion of the existing garage into a habitable room and insertion of a window to replace the garage door.

The proposed Flat 1 would be a 2 bed / 4 persons unit with a GIA of 101m<sup>2</sup> and private amenity space to the rear.

The proposed Flat 2 would be a 1 bed / 2 persons unit with a GIA of 50m<sup>2</sup> and communal outdoor amenity space to the rear shared with Flat 3.

The proposed Flat 3 would be 1 bed / 2 persons unit with a GIA of 59.5m<sup>2</sup> communal outdoor amenity space to the rear shared with Flat 2.

### **4. Public Consultation**

Consultation letters were sent to 126 neighbouring properties.

10 responses have been received, comprising 10 letters of objections

Summary of Objections:



- Row of houses in which No.179 is situated is comprised of family residences;
- Impact on character of area
- Insufficient parking provision provided
- Impact on on-street parking provision
- Substantial increase in noise levels
- Surfeit of 2 bedroom flats, and an undersupply of family homes
- Intrusion of privacy to neighbouring properties
- Reduction in sunlight received to neighbouring properties
- Large bin store would be unsightly
- Loft windows approved under a previous application are much larger in situ than proposed on plans
- Will set precedent.

## **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.

#### Draft National Planning Policy Framework

Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft NPPF. Although this weight will increase as the Draft NPPF progresses to examination stage and beyond, applications should continue to be determined in accordance with the NPPF (2012).

#### 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 2050. 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.

#### The Mayor's Draft London Plan

Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the

Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the 2016 London Plan.

### 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, CS4, CS5.
- Relevant Development Management Policies: DM01, DM02, DM08, DM17.

The Council's approach to extensions as set out in Policy DM01 is to minimise their impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

### Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi-detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.
- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.
- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

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

The main issues for consideration in this case are:

- Whether the principle of flats is acceptable in this location;
- The impact on the appearance and character of the area;
- Whether the proposal provides satisfactory living accommodation for future occupiers;
- The impact on the amenities of neighbouring occupiers;

- Impact on parking and highways; and
- Refuse and recycling storage.

### **5.3 Assessment of proposals**

#### The principle of the provision 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.

Within Chapter 2 of the Core Strategy, which is a material consideration in the determination of this application, the Council state the following: "The conversion of existing dwellings into flats can have a cumulative effect that damages the quality of the environment and detracts from the character of established residential areas. Conversions may be appropriate in certain types of property or street but can harm the character by changing the function of a neighbourhood through more activity which increases noise and disturbance and thus impacts on amenity. This intensification of use can often involve more people movements, increased car movements, more rubbish to be collected and more deliveries. Flat conversions must therefore be situated in appropriate locations characterised by housing that has already undergone significant conversions or redevelopment to small flatted accommodation. Conversions in roads characterised by unconverted houses will not normally be considered appropriate."

Regents Park Road is predominantly residential in character, and has a numerous examples of single family dwellinghouses having been granted planning permission to be converted to self-contained flats. This includes Nos. 102, 158, 164, 166, 174, 180 and 188 Regents Park Road which have been granted permission to be converted into self-contained apartments. By virtue of the presence of the number of converted properties in the area, it is reasonable to consider the existing residential character not to be predominantly single family dwellinghouses.

Further, surrounding streets comprise a varied mix of single dwellings, flatted development and houses in multiple occupation. It is noted that opposite the site is an eight storey apartment block, "Mayflower Lodge", however this is a purpose built apartment block.

As such, Regents Park Road comprises a mix of dwelling types and further residential units by way of 3no self-contained flats would be acceptable in principle, subject to the proposal meeting character, design and amenity requirements.

#### The Impact on the appearance and character of the area

Development proposals involving the redevelopment of sites are required to reflect the character of their street and the scale and proportion of surrounding houses. This is supported by Policy DM01 of Council's Development Management Policies which states that development should understand local characteristics and 'preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets'.

The proposal seeks to convert the existing dwelling into 3no self-contained flats. This element of the proposal seeks mainly internal changes to the existing dwellinghouse. Externally the existing garage door would be replaced for a window matching in size, design and material to that already existing on the dwellinghouse and as such there will be very limited physical impact on the character and appearance of the site, streetscene or locality.

Overall it is considered that the proposal would have an acceptable impact on the character and appearance of the area, streetscene and wider locality.

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

3no self-contained residential units are proposed.

#### Room size and area:

Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and that it makes a positive contribution to the borough. The London Plan (2016) and Barnet's policies and Sustainable Design SPD (Oct 2016) set out the minimum GIA requirements for residential units as follows:

In terms of the size of the units; the internal floorspace of all the units meet or exceed the minimum space standards as set out in the London Plan (2016). This is highlighted in the below figures;

Flat 1: 2 bed / 4 person = 70m<sup>2</sup> required - 101m<sup>2</sup> proposed  
Flat 2: 1 bed / 2 persons = 50m<sup>2</sup> required - 50m<sup>2</sup> proposed  
Flat 3: 1 bed / 2 persons = 58m<sup>2</sup> required - 59.5m<sup>2</sup> proposed.

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

- Double bedroom: minimum area should be 11.5 m<sup>2</sup> and is at least 2.75m wide;

The proposed rooms are in general conformity with the room sizes guidance.

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. The floor to ceiling height for the proposed units are in compliance.

#### Light/outlook:

Barnet's Sustainable Design SPD (Oct 2016) section 2.4 states that glazing to all habitable rooms should not normally be less than 20% of the internal floor area of the room. All habitable rooms within the proposed flats meet this requirement.

Each of the proposed self-contained flats are considered to benefit from a good level of outlook, all benefiting from a dual or triple aspect.

The proposed levels of daylight/sunlight and privacy proposed for each of the 3no flats is considered acceptable.

#### Stacking:

Policy DM04 of the Development Management Document (2012) part d. states that proposals will be refused if it leads to an unacceptable level of noise and disturbance unless the scheme can demonstrate any mitigation measures.

The proposed layout and stacking is considered sufficient to prevent any unnecessary noise or disturbance.

#### Amenity Space:

Table 2.3 of Barnet's Sustainable Design SPD (Oct 2016) states that flats should have 5m<sup>2</sup> of onsite amenity space per habitable room. Outdoor amenity space has been provided in the form of a private rear garden for Flat 1 and a communal garden to the rear of this for Flat 2 and Flat 3. In addition, there is access to public amenity space in the area, which is within walking distance of the application site.

#### Impact on the amenities of neighbouring occupiers

It will be important that any scheme addresses the relevant development plan policies (for example policy DM01 of the Barnet Local Plan and policy 7.6 of the London Plan) in respect of the protection of the amenities of neighbouring occupiers. This will include taking a full account of all neighbouring sites.

With regards to the conversion of the dwellinghouse into 3no. self-contained flats it is not considered that the comings and goings of an additional 2no. residential units would result in adverse impacts on the amenity of adjoining occupiers above and beyond that already present with the existing single family dwellinghouse.

The overall scale, position and height of the proposal remains unaltered from the existing building, and the only change to the external appearance would be to insert a window in place of the existing garage door to the front elevation of the dwelling. As a result, the proposal would have no significant impact on neighbouring occupiers in relation to outlook, privacy and overshadowing, and accords with policies DM01 and CS5 and the guidance contained within the Residential Design Guide SPD (2016).

As such, it is not found that the proposed would be detrimental to the amenities of the neighbouring occupiers.

#### Impact on parking and highways

Policy DM17 of the Barnet Local Plan outlines the adopted parking standards for residential developments. Concerns have been raised in relation to the impact that the proposed development would have on parking pressures in the locality.

Policy DM17 states that 2 bedroom dwellings should have 1.5 to 1 space per unit and that 1 bedroom dwellings should have 1 to less than 1 space per unit. The application site is in

an accessible location within easy walking distance to Finchley Central Station as well as several bus services along Regents Park Road, Hendon Lane and the North Circular. The application seeks to provide 2 parking spaces at the front of the property, as stated within the submitted Planning Statement.

The Council's Highways team have been consulted on the scheme and subject to conditions and informatives do not object to the proposal. According to the Highways Team, the site lies within a PTAL 3 zone, which means that there is good public transport accessibility to and from the site. There is no Controlled Parking in operation abutting the site.

According to requirements set out on Policy DM17 of the London Plan the car parking requirement for a proposal such as this is between 1-3.5 off-street car parking spaces.

Also taking into consideration the following;

- It is located within a town centre location
- It is within walking distance of local amenities
- The application is for a conversion
- The site lies within a PTAL 3 site, which is considered to be good public transport accessibility

The provision of 2 off-street car parking spaces is in accordance with Policy DM17 requirements and is therefore acceptable on Highways Grounds, subject to conditions.

In accordance with Policy 6.9 of the London Plan, the development should provide 1 cycle space per studio and 1 bedroom flats, and 2 spaces per bedroom for all other dwellings. 4 cycle spaces have been proposed which is compliant with the London Plan standards. It is not indicated on any submitted plans where the proposed cycle spaces would be provided, however it is considered there is sufficient space within the site to locate 4no. cycle spaces. Therefore a condition would be added to any permission granted required details of the cycle parking provision to be submitted and approved prior to occupation of the development.

Highways have requested that "cycle parking and cycle storage facilities should be provided in accordance with the London Borough of Barnet's Local Plan, in the interests of promoting cycling as a mode of transport.

#### Refuse and recycling provision

Supplementary Planning Document: Residential Design Guidance (2016) states that waste and recycling can be visually intrusive within the streetscene. It goes on to state that waste and recycling storage areas should be integrated within the building or provided on-site and screened within an enclosure or by landscaping avoiding area in front of dwellings.

The applicant has not provided details of bin storage for the proposed 3no. self-contained flats, other than in the submitted Planning Statement. As no details have been submitted to illustrate how this would be positioned within the site or screened from view, a condition would be attached to any permission granted requiring further details to be provided.

#### Accessibility and Sustainability

In respect of carbon dioxide emission reduction, the scheme should be designed to achieve a 6% CO2 reduction over Part L of the 2013 building regulations. This level of reduction is to comply with the requirements of Policy 5.2 of the London Plan (2016 Minor

Alterations) and the 2016 Housing SPG's requirements and a condition would be attached in the event of an approval to ensure compliance with this Policy.

In terms of water consumption, a condition would be attached to any permission to require 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).

The proposed development therefore would meet the necessary sustainability and efficiency requirements of the London Plan.

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

'Loft windows approved under a previous application are much larger in situ than proposed on plans' - this matter can be raised with the Planning Enforcement Team and has no bearing on the assessment of this application.

'Will set precedent' - Each application must be assessed on its own merits.

It is considered that the remaining concerns raised in public consultation have largely been addressed within the 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 future occupiers or neighbouring occupiers. The proposed development is considered not to cause harm to highways safety. This application is therefore recommended for APPROVAL.

