

Location **6 Neeld Crescent London NW4 3RR**

Reference: **18/6354/FUL** Received: 23rd October 2018

Accepted: 25th October 2018

Ward: West Hendon Expiry 20th December 2018

Applicant: Mr Shimon Simon

Proposal: Demolition of existing building. Erection of a two-storey building with rooms in the roofspace to provide 4no self-contained flats. Provision of amenity space, 3no off-street parking spaces and refuse and recycling storage

Recommendation: Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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 Plan, Drawing No.SV00;
- Existing Ground and First Floor Elevation, Drawing No.SV01;
- Existing Second Floor Plan, Drawing No.SV02;
- Existing Front Elevation, Drawing No.SV03;
- Existing Rear Elevation, Drawing No.SV04;
- Existing Side Elevation, Drawing No.SV05;
- Existing Side Elevation, Drawing No.SV06;
- Location Plan, Drawing No.L00;
- Proposed Ground and First Floor Plans, Drawing No.GA01;
- Proposed Second Floor and Roof Plans, Drawing No.GA02;
- Proposed Front Elevation, Drawing No.GA03;
- Proposed Rear Elevation, Drawing No.GA04;
- Proposed Side Elevation, Drawing No.GA05;
- Proposed Side Elevation, Drawing No.GA06;
- Proposed Section A-A, Drawing No.GA07;

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 roof of the ground floor rear projection 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).

- 4 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been 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 retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

- 5 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

- 6 Before the development hereby permitted is occupied the car parking spaces and the access to the parking area as shown on Drawing No.SV00, shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the 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 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.

- 8 Notwithstanding the information submitted a Demolition and Construction Management and Logistics Plan shall be submitted and no site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractor's compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development;
- xi. Provision of a competent banksman;
- xii. Means of temporary enclosure or security hoarding.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 9 a) A scheme of hard and soft landscaping, including details of the size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced, except for demolition works.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

- 10 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 and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

c) Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

- 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).

- 12 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future). The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 13 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00 pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 14 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

- 15 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.

- 16 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 35% 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.

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for 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 Barnet CIL.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

- 3 The applicant is advised that any 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 or by telephoning 0208 359 4500.

- 4 The applicant is advised that if any modification is required or proposed to access from the public highway, such works would be subject to a detailed investigation by the Traffic and Development section. Heavy duty access may need to be provided to cater for a heavy duty use and may involve relocation of existing street furniture. The works would be undertaken by the Highway Authority at the applicant's expense. You may obtain an estimate for this and any associated work on the public highway, and further information, from the Traffic and Development Section - Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ, by telephone on 020 8359 3018, or via crossovers@barnet.gov.uk.
- 5 The proposal should demonstrate compliance with Part B5 of Building Regulations.

Officer's Assessment

1. Site Description

The application site contains a detached dwellinghouse on the western side of Neeld Crescent within the West Hendon ward. Neeld Crescent has a mixed character with a range of architectural forms and residential uses. Two-storey semi-detached single-family dwellings are the predominant form of development along Neeld Crescent, but there are examples of purpose-built flats and flat conversions. The surrounding area is predominately residential in character, although the site is located close to Watford Way and Hendon Central Tube Station where there are a range of commercial uses.

There are no protected trees on the site, however there is a street tree located on the pavement. The application site is not a locally/statutorily listed building nor is it located within a conservation area.

2. Site History

Reference: H/02574/08

Address: 6 Neeld Crescent, London, NW4 3RR

Decision: Approved subject to conditions

Decision Date: 15 December 2008

Description: Demolition of existing houses and erection of a two-storey building comprising of 9 self-contained flats with rooms in the roof space and basement car-parking.

Reference: W12942C/07

Address: 6 Neeld Crescent, London, NW4 3RR

Decision: Approved subject to conditions

Decision Date: 26 July 2007

Description: Loft conversion incorporating a dormer window to rear.

3. Proposal

The proposed development includes:

Demolition of existing building. Erection of a two-storey building with rooms in the roof space to provide 4no self-contained flats. Provision of amenity space, 3no off-street parking spaces and refuse and recycling storage;

- o GF 1x 3 bed over 1-storey 132m² (Min. 95m²);

- o FF 2x 1 bed over 1-storey flats 55.6m² (Min. 50m²);

- o LF 1x 2 bed over 1-storey 80m² (Min 70m²).

- 3.no car parking spaces to the front of the property on the existing driveway;

- Communal rear amenity space for Flats 2,3 and 4 of approx.136m² accessed to the left side of the property;

- GF Flat (Flat 1 Garden) 70m²;

4. Public Consultation

Consultation letters were sent to 166 neighbouring properties.

22 responses were received in objection to the development on the basis of;

- Lack of parking provision and resulting congestion

- Considerable dust and pollution from building works

- Overdevelopment of site due to extensions resulting in added pressure of existing infrastructure, subsequent noise and anti-social behaviour and loss of amenity on adjoining neighbouring properties.

- Increased storage of refuse on the front forecourt and pavement of detriment to the safety and convenience of pedestrians

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 24th July 2018. 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, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. 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 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 London Plan is currently under review. 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 adopted 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 document. Both were adopted in September 2012. The following policy documents were consulted:

Core Strategy Policies:

- National Planning Policy Framework (NPPF) (2012)
- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS9 and CS14.
- Relevant Development Management Policies: DM01, DM02, DM08 and DM17.

Supplementary Planning Documents

Residential Design Guidance SPD (Adopted 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 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:

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

5.3 Assessment of proposals

The principle of flats in this location

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

The Council recognises that flat developments can make an important contribution to housing provision, in particular smaller units and that they can make more efficient use of urban land, however they normally involve an intensification of use creating more activity and can adversely affect the appearance of a street through, for example, the provision of car parking and refuse facilities, that can have an unacceptable impact on the established character of an area. 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 flatbed accommodation. Conversions in roads characterised by unconverted houses will not normally be considered appropriate."

Neeld Crescent is characterised by a mix of typologies including flats, terraced, semi-detached and detached properties. Notable examples of nearby flatbed development are

Nos. 1, 3, 4, 9, 17, 19, 22, 23, 39, 47, 47 and Simon Court which is positioned to the rear of the property. The principle of flatted development has already been established at this location by the recently approved decision (ref: H/02574/08). While this planning permission was not implemented, it established that the conversion of No.5 to a flatted development is acceptable in principle and relevant policy is materially the same.

Given the internal area of bedrooms, the LPA consider that the proposal could accommodate a maximum occupancy level of 14 persons across the site. It is recognised that approximately 20% of properties have previously been converted to flats or are new build flatted development on Neeld Crescent. This alongside the accessibility to the public transport links therefore constitutes sufficient material consideration to render the principle of a flatted development in this location acceptable. Furthermore, the proposed development results in the creation of a three-bedroom family sized unit which would meet a different and evident housing need in the Borough. The proposal is not considered to directly conflict with the character of the area and the way in which it functions therefore, the use of the application site as self-contained flats would not be contrary to DM01 and is considered acceptable.

The Impact on the appearance and character of the area

Policy DM01 which serves to protect and where possible enhance the character and appearance of the Borough, states that development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. DM01 (c) specifically states that development proposal should ensure attractive, safe and vibrant streets.

Planning permission is sought for the demolition of the existing building and the construction of a two-storey building with roof level accommodation. The proposed development would reflect the character and appearance of other residential properties in the area with hipped roofs, front facing gables and a domestic scale and appearance.

The ground floor rear projection is set away from the boundaries with both adjoining neighbours and extends at a depth which is consistent with the depth of the projection at No.8 Neeld Crescent.

A first floor level the rear projection does not extend beyond the first floor building line of the neighbouring property at No.8 Neeld Crescent, and due to the separation distance between the proposal property and the flat block at No.4 Neeld Crescent, it is assessed that the proposed depth at first floor level will not detrimentally impact the occupiers of neighbouring properties.

The roof form is of a similar appearance to the neighbouring purpose built block of flats to the south of the proposal site, incorporating hipped roof and front facing gables. and is of a similar appearance from the streetscene of the existing dwelling.

The proposed development and its proposed footprint at all levels would meet all planning policy and design guidance as per the Council's Residential Design Guide (2016) in terms of depth and height respectively. Flats would be internally and separately accessible by way of a common side door and therefore the property would retain the appearance of a single-family dwelling on the wider street scene. The proposed development by way of its character and appearance would not be considered of detriment to the character and appearance of

the area and therefore would be considered acceptable on appearance and character grounds.

Given the limited space in the front forecourt, it is considered that the siting of refuse bins if not stored in allocated storage bins have the potential to clutter the front forecourt, inconvenience access to and from the property and potentially result in an overspill onto the pedestrian footpath. Therefore, details regarding the requirement for bin storage have been conditioned on this application.

The impact on the amenities of neighbouring occupiers

Section 2.7 of Policy DM01 states that: schemes which significantly harm the amenity of neighbouring occupiers will be refused planning permission. Protecting amenity helps to protect the well-being of the boroughs residents. It is important to ensure that developments do not significantly overshadow neighbouring buildings, block daylight, reduce sunlight, or result in a loss of privacy or outlook.

Officers are satisfied that the scheme would have an acceptable impact on neighbouring residential amenity by way of outlook, daylight/sunlight, privacy and overbearing. The proposed extensions would not give rise to any undue impact upon the residential amenity of adjoining nos 8 and 4 Neeld Crescent in terms of loss of light and outlook.

The original single-family dwelling currently serves 6 bedrooms accommodating approximately 5 people. In terms of an increase in site use, the development would support a significantly reduced occupancy level across the site. Therefore, it is not considered that the conversion of the existing single-family dwelling house into 4.no units would cause an intensification of use on the application site that would result in harm to neighbouring amenity. Consequently, the proposal is considered acceptable on neighbouring amenity grounds.

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.

All residential development is expected to meet the minimum internal space standards set out in the London Plan (2016) and Section 2.1 of Barnet's Sustainable Design and Guidance SPD (2016). For the purposes of this assessment, a single room is calculated between 7.5m² and 11.4m², and a double bedroom at 11.5m² and above. Following a review of the proposed internal floor plans, all units meet the required internal standard as demonstrated below:

Floor Area:

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:

- o GF 1x 3 bed over 1-storey 132m² (Min. 95m²);
- o FF 2x 1 bed over 1-storey flats 55.6m² (Min. 50m²);
- o LF 1x 2 bed over 1-storey 80m² (Min 70m²).

All four proposed flats would exceed above the minimum unit size requirements set out in the Technical Housing Standards 2015, London Plan (2016) and Barnet's policies and

Sustainable Design SPD (Oct 2016) and therefore would provide an acceptable level of accommodation for the intended occupancy levels.

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

- Single bedroom: minimum area should be 7.5 m² and is at least 2.15m wide;
- Double/twin bedroom: minimum area should be 11.5 m² and is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

All rooms would meet these standards.

The Technical Housing Standards 2015 recommend a minimum head room of 2.3m for at least 75% of the floor area per unit. Sections demonstrate internal head room of approx. 2.6m at ground level, approx. 2.5 at first floor and approx. 80% of the internal area at loft level would have adhere to the above minimum requirement and therefore would meet this standard.

Built-in storage has been identified on submitted plans. The minimum floor area of 2.5m² for the ground floor/first floor flat is required and 1.0m² for the purposes of the first-floor flat. Given that both the ground floor, first floor and loft floor flats would meet and exceed the minimum unit size requirement for the intended capacity, the capacity for storage is assessed to not unduly compromise the minimum internal floor area.

Barnet's Sustainable Design and Construction SPD (2016) requires that for flats, 5m² of external usable amenity space is provided per habitable room. Officers are satisfied that the proposed development can provide sufficient external amenity space to the rear of the development.

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. 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. This requirement has been conditioned on the decision of the application.

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 and that bedrooms and living rooms / kitchens should have a reasonable outlook with clear glazed windows. Section 7.9 of the Residential Design Guidance SPD (2016) states that new development should be sited and designed to maximise daylight and sunlight as far as possible. North facing single aspect units are normally considered unacceptable. It should be noted that no north facing single aspect habitable rooms are proposed in this instance. All habitable rooms would ensure adequate levels of glazing and therefore provide appropriate levels of light, ventilation and outlook whilst maintaining privacy.

Amenity Space:

Section 2.3 of the Sustainable Design and Construction SPD (2016) states that for flats there should be a minimum of 5m² of outdoor amenity space per habitable room.

Plans illustrate the subdivision of the resulting rear garden to provide separate rear amenity space for the occupiers of the ground floor flat and communal space for the other three flats. The Sustainability Design and Construction SPD 2016 stipulates the minimum requirement of 5m of outdoor amenity space per habitable room per unit, the scheme would provide over the required minimum area of outdoor garden amenity for all units.

Parking and Highways

The proposals is to reconfigure the existing 6 bedroom single dwelling into 1 X 3 bed; 1 X 2 bed and 2 X 1 bed flats over the 3 floors. 3 off street parking spaces are to be provided. LBB DM17 policy states that for 1 bed properties 1 to less than 1 spaces should be provided, for 2 and 3 bed properties 1 to 1.5 spaces. The development would therefore require in the range of 2 - 5 spaces and 3 spaces is within this range. One space should be allocated to each of the 2 and 3 bed properties and the third space should be shared between the two 1 bed properties.

Cycle parking is required in accordance with the current London Plan with 1 space required for 1 bed properties and 2 spaces for 2 bed and above. Details regarding this provision have been secured by condition.

Refuse and recycling storage

Submitted plans indicate 4 240ltr refuse bins in the front forecourt within 10m of the public highway. It is considered that given the limited space at the front, the storage of 4no. potential refuse bins would to some degree inconvenience access to and from the property and although the level of bins and cycle storage complies with the standards outlined in Barnet's Waste and Recycling Strategy (2017), this issue has been equally addressed in the character and appearance section of the report.

5.4 Response to Public Consultation

Addressed in the main body of 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 neighbouring occupiers. This application is therefore recommended for approval.

