

Location **420-428 Oakleigh Road North London N20 0RZ**

Reference: **17/6773/FUL** Received: 24th October 2017

Accepted: 31st October 2017

Ward: Coppetts Expiry 26th December 2017

Applicant: Mr Dear

Proposal: Roof extension above nos. 420 - 428 to provide a new hipped roof over the existing row of terraced houses, changes to fenestration and Conversion of no. 428 to 2no. self-contained flats including a two storey rear extension, new access to shared amenity space and accommodation in the roof space including a side and rear dormer window.

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:

201720.P.2001 (OS Map), 201720.P.2002 (Existing Block Plan & site Elevation), 201720.P.2003 Rev 1 (Proposed Block Plan & Site Elevations), 201720.P.2101(Existing Floor Plans), 201720.P.2102 Rev 5 (Proposed Floor Plans), 201720.P.2301(Existing Elevations), 201720.P.2302 Rev 5 (Proposed Elevations), 201720.P.1105(Soundproof Floor), Sustainability Statement, Planning/ Design and Access Statement.

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 Before the development hereby permitted is occupied, Cycle parking spaces shall be provided in accordance with London Plan cycle parking standards and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason: To ensure and promote easier access for disabled persons to the approved building 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 which in turn refers to London Plan Parking Standards

- 4 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 contractors 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.

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

- 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(s) 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 2015.

6 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).

7 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).

8 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.

9 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 10 % 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.

- 10 a) No development shall take place until a scheme of proposed noise mitigation measures against externally generated traffic/mixed use noise has been submitted to and approved in writing by the Local Planning Authority.

b) The mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or the first occupation of the development and retained as such thereafter.

Reason: To ensure the amenities of occupiers are not prejudiced by traffic/mixed use noise in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013), and 7.15 of The London Plan 2015.

- 11 a) Before the development hereby permitted is first occupied, the amenity area(s) shall be provided as shown on the drawings hereby approved.

b) The development shall be implemented in accordance with the details approved before first occupation and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 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.

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

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a payment under Barnet CIL.

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

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

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

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

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

Relief or Exemption from CIL:

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

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

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

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

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

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

- 3 The applicant is advised that any 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 Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (www.ccscheme.org.uk) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.
- 5 The applicant is advised that the provisions of The Party Wall etc. Act 1996 may be applicable to this scheme. This relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. Further information can be found at <https://www.gov.uk/party-wall-etc-act-1996-guidance>.

Officer's Assessment

1. Site Description

The proposal site is located on the southern side of Oakleigh Road North, within the ward of Coppetts and comprises of a row of two-storey terraced properties with flat roofs. The surrounding area consists of a variety of building designs and uses; mainly residential but also retail and commercial.

There are no listed buildings on the site and it does not fall within a Conservation Area.

2. Site History

Reference: 17/4731/FUL

Address: 428 Oakleigh Road North London N20 0RZ Decision: Refused

Decision Date: 20 September 2017

Description: Roof extensions above nos. 420 - 428 to provide an additional storey at second floor level, changes to fenestration and Conversion of no. 428 to 3no. self-contained flats including a two storey rear extension and new access to shared amenity space and accommodation in the roof space.

Reason(s)

1. The proposed development by reason of its height and roof design would constitute an incongruous and uncharacteristic addition to the street scene which would fail to respect the character and appearance of the locality.

2. The proposed flatted development at no 428 Oakleigh Road North would result in substandard accommodation for future occupiers of the first floor unit in terms of the stacking arrangement of the 2nd floor.

3. No information has been submitted for refuse, recycling and cycle storage facilities for the proposed conversion of 428 Oakleigh Road North to demonstrate that such facilities could be satisfactorily provided within the curtilage of the application site to serve the proposed units. In the absence of such information the proposal would be detrimental to the character and appearance of the street scene and harm the living conditions of neighbouring occupiers as well as future occupiers of the development.

4. Insufficient information has been submitted to show that lack of parking provision will not lead to on-street parking pressures, traffic congestion; traffic and highway safety especially within the vicinity of the application site to the detriment of highway safety.

Appeal: In Progress

Reference: 17/4730/FUL

Address: Land to the Rear of 428 Oakleigh Road North London N20 0RZ

Decision: Refused

Decision Date: 15 September 2017

Description: Erection of a single storey dwellinghouse with basement and associated lightwell and amenity space.

Reason(s)

1. The proposed development would, by reason of its design, siting, size and layout, represent a cramped form of development and an overdevelopment of the site that is out of keeping with and harmful to the character and appearance of the area.

2. The proposed development would, by reason of its design and layout, fail to provide adequate quality or quantity private outdoor amenity space and outlook for future occupiers and would also result the dwelling being overlooked by neighbouring properties. The proposal would therefore provide a poor quality of accommodation for future residents.

3. Insufficient information has been submitted in respect of the proposed means of access to the dwelling or to confirm whether access is available to the dwelling from the public highway. In the absence of this it may not be possible to provide parking spaces for future occupiers of the development or access and construct the building in a safe or acceptable way or provide a refuse collection service. This would result in a harmful impact on highway and pedestrian safety and be detrimental to the free-flow of traffic.

Appeal: In Progress

Reference: N09754

Address: 428 Oakleigh Road North

Decision: Approved subject to conditions

Decision Date: 21 August 1990

Description: Two storey rear extension

Reference: N03765G

Address: Rear of 420 - 428 Oakleigh Road North

Decision: Approved

Decision Date: 2 October 1985

Description: Erection of a three-storey block of fourteen one-bedroom flats and four two-bedroom flats, provision of car parking spaces and formation of vehicular access thereto.

Reference: N03765F

Address: Rear of 420 - 428 Oakleigh Road North

Decision: Approved

Decision Date: 12 June 1984

Description: Erection of three storey block of fourteen one bedroom and four two bedroom flats provision of 20 car parking spaces and formation of vehicular access thereto.

Reference: N03765E

Address: Ryall's Land, R/O 420 - 428 Oakleigh Road North

Decision: Approved subject to conditions

Decision Date: 2 February 1984

Description: Erection of three storey block of fourteen one bedroom and four two bedroom flats, provision of 20 car parking spaces and formation of vehicular access thereto.

3. Proposal

This application seeks planning permission for:

- Roof extension above nos. 420 - 428 to provide a new hipped roof over the existing row of terraced houses with flat roofs,
- Conversion of no. 428 to 2no. self-contained flats including an infill two storey rear extension and accommodation in the roof space including one side and one rear dormer window.
- Changes to fenestration,
- New access to shared amenity space.

The plans have been revised to reflect a more sympathetic roof design and dormers.

The site location plan has also been revised by omitting the bin enclosure from the front boundary to take account of officer concerns, as it was considered the siting along the front boundary would have a detrimental impact on the appearance of the property and the street scene. However, this has been conditioned to ensure an alternative suitable location can be identified within the site and discharged at a later date. Similarly the cycle storage plan has been withdrawn from this application and a condition has been attached to ensure an alternative suitable location can be identified on site.

4. Public Consultation

Consultation letters were sent to 91 neighbouring properties. 5 objections comprising 1 letter of support and 1 letter of representations were received. The summary of comments is as follows:

- There cannot be access to the flats from Ryalls Court as it is a private road
- Dangerous turning off Ryalls Court into Oakleigh Road due to line of sight often being completely blocked.
- Parking and access requirement for the additional units
- Parking problems / obstructions
- Impact of construction traffic
- Applicant should pay for the cleanup and any damage to Ryalls Court etc.
- Property not large enough to be converted without substantial extension which would be contrary to Para 15.6 of the Barnet's Planning Guidelines
- Inaccurate drawings (existing elevations).
- Noise from the proposed new dwelling
- Council to guarantee proposal will not lead to more rubbish being left out on the pavement
- Surveys shows that there will not be structural effect on Ryalls Court

Support

- Improvement to the roof of all the properties
- Scope to extend the family houses
- Parking at Ryall's Court is underutilised.
- Need to establish if the road leading to Ryall's Court is a private road

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.

Draft London Plan 2017

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, 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 development for the creation of a new hipped roof over the existing row of terraced houses and conversion of no.428 from single dwelling to 2 self contained flats with 2 storey rear extensions and roof extension incorporating one side and one rear dormer window to facilitate accommodation in the roof space.
- 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 proposal would provide satisfactory living accommodation for future occupiers

5.3 Assessment of proposals

The proposal consists of 4 elements:

- i. Construction of a new hipped roof over the existing row of terraced houses no's 420-428;
- ii. Conversion of No.428 Oakleigh Road North from single family dwelling house to 2no. self-contained flats;
- iii. Two storey infill rear extension to no. 428 , and Changes to fenestration, new access to shared amenity space;
- iv. One side and one rear dormer window within the roof of no.428 to provide accommodation within the roof space.

Principle of development

There are a variety of 2 and 3 storey buildings along this section of Oakleigh Road North. In principle, creation of a new hipped roof over the existing flatted row of terraced houses is considered to be acceptable subject to all other material considerations.

The proposal also seeks to convert the existing property at No 428 Oakleigh Road North into 2 no self- contained flats with 2 storey rear extensions and one side and rear dormer window to provide accommodation in the roof space.

Oakleigh Road North is a predominantly residential area, and flatted properties form part of the character of the area, with purpose built flats adjacent and opposite the proposal site. Policy DM01 of Barnet's adopted Local Plan (Development Management Policies) 2012 states that development proposals should be based on an understanding of local characteristics in order to ensure that local character is preserved. In particular, the conversion of dwellings into flats in roads characterised by houses will not normally be appropriate. Although the proposal for flatted development would result in the loss of a single family dwelling, the principle of conversion of the property for flatted development subject to other considerations discussed in the following sections would not harm the character and appearance of the area.

Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people. However, whilst the NPPF advocates that planning should not attempt to impose architectural styles or particular tastes it is considered proper to seek to promote or reinforce local distinctiveness.

Consideration of design and layout must be informed by the wider context, having regard not just to the immediate neighbouring buildings but the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development.

Policy DM01 b. 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.

The pattern of development refers to the arrangement of plots and the Residential Design Guidance SPD advocates that proposal for new residential development should respond to the distinctive local built forms and pattern of development.

The proposed development would reflect the existing pattern of development within the surrounding area. The proposed alteration to the existing roof form of the terrace group of buildings (Nos 420 -428) would have a new hipped roof similar to the adjacent no.434 Oakleigh Road North, Joiners Court to the side and Ryall's Court to the rear.

The proposed two storey rear extension relates solely to No 428. The proposed extension is considered to be an acceptable addition to the host dwelling with respect to scale and massing. Although the addition would alter the character and appearance of the row of terraced properties which benefit from original two storey outriggers, it is considered that this would not detract from the prevailing character as one of the neighbours on the terrace has undertaken similar development which infills the outrigger. It is considered that the proposed development would be acceptable and there would be no harm to the character of the area.

Two dormer windows are also proposed to no 428; one at the side and one to the rear. As amended It is considered that the side and rear dormer windows are modest in size and would appear subordinate features within the proposed roofslope. Moreover given its size, height and position, the proposed dormers in the roofslope, are considered not to visually dominate the side and rear elevation of the building nor would it have a negative impact on the character and appearance of the property or of the streetscene.

There will be no change to the fenestrations at the front elevation to the row of the houses however there are proposed changes to the side elevation; blocking up of existing windows to create blind windows and the opening of new windows, including the proposed double French doors to the rear ground floor. It is considered that this will not detract from the character of the existing building and the area.

Whether harm would be caused to the living conditions of neighbouring residents

The proposed development would not result in overlooking or loss of privacy due to the distance between the application site and the properties to the rear (Ryall Court). The set back is approx. 38m.

The proposed windows to the side elevation will be obscured glazed and will not lead to overlooking of adjoining properties nor result in overlooking of the future occupiers.

Whether the proposal would provide satisfactory living accommodation for future occupiers

The scheme proposes the following internal space standards:

Unit	Number bed /persons	Space Standards (m2)	Proposed (m2)
Flat 1	1b1p	50*	44
Flat 2	1b2p	50*	71

Flat 1 will have a floorspace of approx. 44sqm. This would be slightly less than the 50sqm standard prescribed in the Council's standards for a 1 bed flat with 2 people, however given the proposed flat would be a 1 person unit on this basis it is considered to be acceptable without compromising the living conditions of the occupiers of this 1 bed 1 person unit. Flat 2 would be 2 bed unit and would have adequate gross internal areas (GIA) of 71sqm. Both units would provide adequate bedroom sizes and storage space in accordance with the standards prescribed in the Council's adopted Sustainable Design and Construction SPD (2016) and the Mayor's London Plan (2015, Minor Alterations 2016). All of the units will feature dual aspect, providing a good standard of natural light access and visual outlook for potential occupants.

The current layout is deemed appropriate as it would ensure that habitable rooms such as bedrooms are not unduly affected by noise generating activities in other rooms such as living rooms and kitchens.

Both flats would be accessed via the existing front door.

The plan shows that the existing garden would be subdivided and segments of it would be hedged off for a proposed single storey dwelling which is currently subject of an appeal (17/4730/FUL). The remaining garden land would be further subdivided into two and would provide 25sqm of amenity for flat 1 and 25sqm for flat 2. The council's requirement for amenity space is 5sqm per habitable room and in this instance there would be a total of 4 habitable rooms, therefore the amenity provision would have to be 20sqm minimum. The proposal would provide sufficient amenity space, however it should be noted that if the appeal for the erection of a single storey residential unit to the rear is allowed, the subdivision lead to the amenity area for flat 2 being sandwiched between the proposed new house at the rear and flat 1. Access to garden of flat 2 would be via the new (relocated) side gate.

It should be noted that an appeal has also been lodged against Council's decision in respect of the previous proposal for the row of terraced houses (17/4731/FUL).

Highways

Policy DM17 sets out the parking standards for residential use:

Highways comments:

The proposal is for the conversion of the existing 3 bed single family dwelling into 1x1 bed and 1x2 bed self-contained units. The proposal with no parking provision is expected to have minimal impact on public highway and is therefore considered acceptable on highways grounds.

Please note 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.

The application is recommended for approval on highway grounds, subject to conditions and informatives.

Refuse Storage

Policy CS14 of the Council's Core Strategy dealing with waste requires developments to provide waste and recycling facilities which fit current and future collection practices and targets. 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.

The initial plans showed a bin storage unit to be located to the front of the property as existing. The plans have been amended and the location of the bin storage has been omitted from the revised plans. A condition would be attached requiring details of suitable refuse and recycling storage to be provided.

Cycle storage provision: The applicant initially provided information regarding three wall mounted cycle racks in the communal lobby. This provision has been assessed and is not deemed adequate. In view of this the plans were withdrawn from the list of plans submitted. In view of the above a condition requiring details of cycle storage facilities to be submitted would be attached.

Accessibility and Sustainability

The application scheme is required by Policies 3.5 and 3.8 of the London Plan (2016 Minor Alterations to the London Plan) to meet Building Regulation requirement M4(2). The applicant has confirmed that the proposed development would meet this requirement, and a condition is attached to ensure compliance with these Policies.

In respect of carbon dioxide emission reduction, the applicant has confirmed that the scheme has been designed to achieve a 10% CO₂ reduction over 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 and a condition is attached to ensure compliance with the Policy.

In terms of water consumption, a condition is attached 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

The LPA have considered the concerns raised through the public consultation process and they have been addressed in the assessment above.

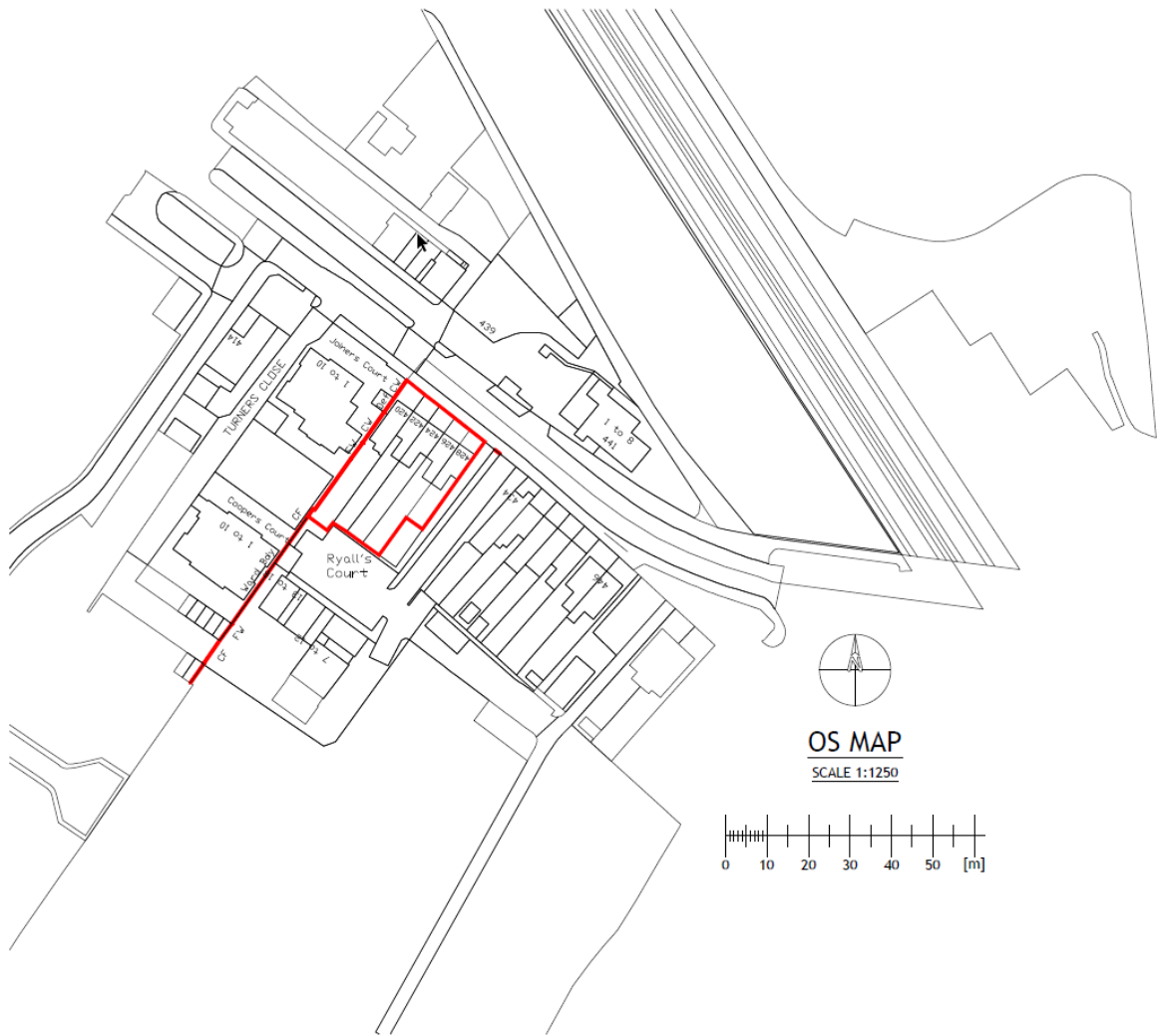
Issues relating to dumping of refuse on the pavement is not a planning matter and therefore is not considered as a material consideration in deciding this application.

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 area, the host building, the street scene and Mill Hill Town Centre. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval.



OS MAP
SCALE 1:1250

