

Location **35 - 37 Ravenscroft Avenue London NW11 8BH**

Reference: **18/4993/FUL** Received: 13th August 2018
Accepted: 14th August 2018

Ward: Childs Hill Expiry 9th October 2018

Applicant: Mr NEIL GOODMAN

Proposal: Conversion of existing 2no. single family dwellinghouses into 8no. self-contained flats with associated amenity space, refuse storage, cycle parking and provision of off-street car parking

Recommendation: Approve subject to s106

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)

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. 3. Highways (traffic order) £2,022.00
 "A contribution towards the cost of required changes to an existing traffic order or creation of a new order related to the development."

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Service Director – Planning and Building Control or Head of Strategic Planning approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Service Director – Planning and Building Control or Head of Strategic Planning:

1 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan (received 13/08/2018)
Block Plan (received 13/08/2018)
ABC60/4000 (received 13/08/2018)
ABC60/4001 (received 13/08/2018)
ABC60/4002 (received 13/08/2018)
ABC60/4003 (received 13/08/2018)
ABC60/4004 (received 13/08/2018)
ABC60/4005 (received 13/08/2018)
ABC60/5002 (received 13/08/2018)
ABC60/5003 (received 13/08/2018)
ABC60/5004 (received 13/08/2018)
ABC60/5005 (received 13/08/2018)
ABC60/5006 (received 13/08/2018)
ABC60/5008 (received 13/08/2018)
ABC60/5009 (received 13/08/2018)
ABC60/5010 (received 13/08/2018)
ABC60/5011 (received 13/08/2018)
ABC60/5012 Rev B (received 09/10/2018)
ABC60/5013 (received 13/08/2018)

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 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).

4 a) Before the development hereby permitted is first occupied, details of privacy screens to be installed shall be submitted to and approved in writing by the Local Planning Authority.

b) The screens shall be installed in accordance with the details approved under this condition before first occupation or the use is commenced 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), the Residential Design Guidance SPD (adopted October 2016) and the Sustainable Design and Construction SPD (adopted October 2016).

5 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).

6 a) A scheme of hard and soft landscaping to the front forecourt and rear amenity area, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

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 existing tree shown to be retained or 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.

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 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 6.00pm 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).

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) and policies 5.2 and 5.3 of the London Plan (2015).

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 October 2016).

12 Prior to the commencement of the development, details of any off-site highway works necessary to facilitate the proposed development, including creation or modification of a vehicular access shall be submitted to and approved in writing by the Local Planning Authority; and the development hereby approved shall not be occupied until the vehicular accesses have been constructed in accordance with the approved details. The applicant will be expected to enter into an agreement under Section 184/278 of the Highways Act with the Highways Authority, for works affecting public highway including creation of new accesses and reinstatement of the existing accesses and consequential damage to public highway as a result of the proposed development.

Reason: To ensure that the works on public highway are carried out to the satisfaction of the highway authority in the interest of highway safety 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.

13 The layout of the residential units as indicated on the hereby approved plans shall be implemented 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 policy DM01 of the Development Management Policies DPD (adopted September 2012), and the Residential Design Guidance SPD (October 2016).

RECOMMENDATION III:

0 That if an agreement has not been completed by 25/01/2019 unless otherwise agreed in writing, the Assistant Director of Development Management and Building Control should REFUSE the application 18/4993/FUL under delegated powers for the following reasons:

1. The development fails to provide a legal undertaking to enable an amendment to the Traffic Regulation Order and contribution towards the associated monitoring costs to mitigate the on-street parking impact in the vicinity of the site, contrary to policy DM17 of the Development Management Policies DPD and the Planning Obligations SPD.

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. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 Refuse collection 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.
- 3 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.

- 4 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 relates to 2no residential dwelling located at No.35 and No.37 Ravenscroft Avenue. The properties are located on the southern end of the road in proximity to the intersection with Beechcroft Avenue.

The properties have been subject to an extended planning and enforcement history related to the construction of unlawful extensions. Recent applications have been assessed by the Local Planning Authority to reinstate the properties back into an acceptable form.

To the north No.35 Ravenscroft Avenue shares a boundary with the neighbouring property at No.33 Ravenscroft Avenue. To the south, No.37 front on Beechcroft Avenue. The rear gardens of No.35 and No.37 face onto the flank wall of No.41 Beechcroft.

The application site falls within close proximity to the Golders Green Town Centre and benefit from a PTAL rating of 4. The application site is located an 8 minute walk of Golders Green Underground Station.

The site does not fall within a conservation area and is not a listed building

2. Site History

Reference: 17/6291/FUL

Address: 35 and 37 Ravenscroft Avenue, London, NW11 8BH

Decision: Approved Subject to Conditions

Decision Date: 30.11.2017

Description: Reinstating of the property into 2no self-contained family houses. Reduction the current roof and first floor rear extension and removal of current out-buildings. Alteration to roof including new pitched roof and 4no roof lights to rear elevation. Creation of two new entrance doors for Joint development at no. 35 & 37 Ravenscroft Avenue

Reference: 15/04256/192

Address: 35 Ravenscroft Avenue, London, NW11 8BH

Decision: Withdrawn

Decision Date: 30 July 2015

Description: Roof extension involving rear dormer window, 1no rooflight to front to facilitate an extension to the existing loft conversion

Reference: 15/04257/HSE

Address: 35 Ravenscroft Avenue, London, NW11 8BH

Decision: Approved subject to conditions

Decision Date: 27 August 2015

Description: Formation of basement with associated lightwells. New dormer window to front roofslope

Reference: 16/2699/FUL

Address: 35 Ravenscroft Avenue, London, NW11 8BH

Decision: Refused

Decision Date: 7 February 2017

Description: Conversion into 2no houses. Retention of rear extension and formation of new pitched roof

Reference: 17/6291/FUL

Address: 35 Ravenscroft Avenue, London, NW11 8BH

Decision: Approved subject to conditions

Decision Date: 30 November 2017

Description: Reinstating of the property into 2no self-contained family houses. Reduction the current roof and first floor rear extension and removal of current out-buildings. Alteration to roof including new pitched roof and 4no roof lights to rear elevation. Creation of two new entrance doors for Joint development at no. 35 & 37 Ravenscroft Avenue

Reference: C02154F/04

Address: 35 Ravenscroft Avenue, London, NW11 8BH

Decision: Refused

Decision Date: 8 March 2005

Description: Creation of a studio flat at first floor level.

Reference: F/05054/14

Address: 37 Ravenscroft Avenue, London, NW11 8BH

Decision: Withdrawn

Decision Date: 4 December 2014

Description: Demolition of existing house and erection of new two storey house including rooms in roof space and basement level.

Reference: F/01872/14

Address: 37 Ravenscroft Avenue, London, NW11 8BH

Decision: Approved subject to conditions

Decision Date: 10 June 2014

Description: Single storey side and rear extension. Formation of basement with front and rear lightwells including insertion of new front dormer window to existing roof.

Reference: F/00079/14

Address: 37 Ravenscroft Avenue, London, NW11 8BH

Decision: Application Invalid On Receipt

Decision Date: No Decision Made.

Description: Two storey rear extension and alterations to roof involving rear dormer window to facilitate extension to existing loft space., RETURNED

Reference: F/00077/14

Address: 37 Ravenscroft Avenue, London, NW11 8BH

Decision: Withdrawn

Decision Date: 31 March 2014

Description: Two storey side extension, single storey rear extension and new basement level including front and rear lightwells. New front dormer window to extend existing loft.

3. Proposal

The proposal seeks planning permission for the conversion of existing 2no single family dwelling houses into 8no self-contained flats with associated amenity space. Refuse storage, cycle parking and provision of off-street parking.

The proposed subdivision for No.35 Ravenscroft would result as follows:

Flat 1 2 Bed 4 Person 119m2

Flat 2 2 Bed 4 Person 102m2
Flat 3 2 Bed 4 Person 86m2
Flat 4 1 Bed 2 Person 60m2The

The proposed subdivision for No.37 Ravenscroft would result as follows:

Flat 1 2 Bed 4 Person 119m2
Flat 2 2 Bed 4 Person 109m2
Flat 3 2 Bed 4 Person 86m2
Flat 4 1 Bed 2 Person 60m2

Refuse storage will be located along the front elevation facing Ravenscroft Avenue and the side elevation facing Beechcroft Avenue. The proposal would provide for 6 off-street parking spaces of which 4 will be accessed from Ravenscroft Avenue and 2 from Beechcroft Avenue.

4. Public Consultation

Consultation letters were sent to 155 neighbouring properties.

8 Objections have been received and are summarised below:

- Development is ruining the neighbourhood
- Overdevelopment
- Further impact on highways and parking stress
- Parking will become exacerbated
- Overlooking
- Building works have been going on for years
- Inadequate outdoor space
- Outbuildings have not been demolished

The application was further consulted with the following:

Council's Highways Team

No objection to the development subject to conditions and Legal Agreement to amend the traffic order.

Council's Environmental Health Team

No objections to the development subject to conditions

London Fire Brigade

Insufficient information provided in relation to access and facilities for fire fighters, as set out in Section B5 Approved Document B.

During the consultation period, Councillor Peter Zinkin requested that if the application is to be recommended to approval, he would like it to go to committee due to overdevelopment and loss of amenity.

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 Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.
- Relevant Development Management Policies: DM01, DM02.

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:

- Principle of development

- 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.

- Impact on highways

5.3 Assessment of proposals

Principle of Development

The application seeks planning permission for the conversion of No.35 and No.37 Ravenscroft Avenue into 8no self-contained flats. Each property would be subdivided into 4no flats.

It is acknowledged that the properties benefit from extensive planning and enforcement history. The latest application, with reference 17/6291/FUL, was granted planning permission for the 'Reinstating of the property into 2no self-contained family houses. Reduction to the current roof and first floor rear extension and removal of current out-buildings. Alteration to roof including new pitched roof and 4no roof lights to rear elevation. Creation of two new entrance doors for joint development at no. 35 & 37 Ravenscroft Avenue'

Following different site visits to the application site, it is noted that works have been underway in to restore the properties as single dwelling as per the above approved application.

Policy DM01, of the Development Management Policies (2012), states that the conversion of dwellings into flats in roads characterised by houses will not normally be appropriate as the loss of a single-family dwelling would change the character of the area.

The supporting text to Policy DM01 sets out the rationale behind this, which results in part from the characterisation study undertaken as part of the production of the Local Plan.

This sets out the character of different parts of the borough and how the character changes over time.

Preamble 2.8.1 to Policy DM01 further states that conversions of existing dwelling into flats can have a cumulative effect that is damaging to 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, particularly where they are highly accessible. However, even in such locations they can harm the character of area by changing external appearances and increasing activity. Such activity can often involve more people movements, increased car movements and parking stress, more rubbish to be collected, and more deliveries.

The local character of Ravenscroft Avenue is comprised of a mixture of single family houses and flatted development. Within the immediate vicinity, the neighbouring properties at No.12, No.18, No.29, and No.33 Ravenscroft Avenue have been converted into self-contained flats. It is further noted that the host properties are also adjacent to the flatted developments at Ravenscroft Court, Berkeley Court, Croft Court and Ayla Court. The latter two are in use as hotels. The local vicinity also benefits from the Ravenscroft Medical Centre which is sites on the corner with Golders Green Road. It is argued that this section of Ravenscroft Avenue benefits from a strong presence of flatted development when compared to the northern end of Ravenscroft Avenue.

It is therefore considered that the principle of converting No.35 and No.37 Ravenscroft Avenue to self-contained flats is considered to remain in-keeping with the established pattern of development and is supported by the Local Planning Authority.

Details of the Proposed Development

Any proposal for the site which includes an element of residential dwelling use will need to demonstrate that it is providing suitable amenities for its future occupiers in the relevant regards (for example, daylight, sunlight, outlook, privacy and internal and external amenity space). Development plan policies DM01, DM02 (of the Barnet Local Plan) and 3.5 (of the London Plan), the guidance contained in the Barnet Supplementary Planning Documents 'Sustainable Design and Construction' and 'Residential Design Guidance' and the Mayoral planning guidance document 'Housing' identify what this would constitute.'

The proposed subdivision of No.35 Ravenscroft Avenue would appear as follows:

Flat 1 2 Bed 4 Person 119m²
Flat 2 2 Bed 4 Person 102m²
Flat 3 2 Bed 4 Person 86m²
Flat 4 1 Bed 2 Person 60m²The

The proposed subdivision of No.37 Ravenscroft Avenue would appear as follows:

Flat 1 2 Bed 4 Person 119m²
Flat 2 2 Bed 4 Person 109m²
Flat 3 2 Bed 4 Person 86m²
Flat 4 1 Bed 2 Person 60m²

The Council's Sustainable Construction and Design (SPD) requires all new development to comply with the space standards as identified in the London Plan (2016). As stated in Table 2.1 of the SPD, the minimum residential space standard for a 2 Bed 4 Person flat should be 70m². It is considered that all two bedroom units will meet and exceed the minimum standard.

With regards to one bedroom flats, the Council's guidance suggests that a minimum of 50m² should be provided. As per above, both one bedroom units will benefit from a GIA of 60m², thus complying with the above requirement.

New flats are expected to provide suitable outlook and light to all habitable rooms whilst not compromising the amenities of neighbouring occupiers. The Council Sustainable Design and Construction SPD stipulates that "the positioning of doors and windows should also be considered and single aspect dwellings should be avoided".

The proposed units at ground floor and first floor will benefit from adequate levels of fenestration to the front, side, and rear lightwells. It is considered that suitable outlook (mainly over the rear garden and the forecourt) would be provided for the future occupiers of the above mentioned flats.

The basement flats, at No.35 and No.37 Ravenscroft Avenue, would only benefit from lightwells to the front and to the rear of the properties. The basement units would additionally benefit from secondary kitchens positioned laterally along the side walls.

It is acknowledged that the outlook provided for both basement units would not be ideal. Nevertheless, the proposed units would exceed the required space standards by approximately 50m². The proposed bedrooms would be located to the rear and would benefit from generously sized rear lightwells with direct access to private amenity space. On balance, it is considered that the generous size of the units, combined with an acceptable provision of internal and external amenity, will allow for comfortable living spaces and would not materially impact on the amenities of future occupiers to a level which would warrant a reason for refusal.

The 2 x 1 bed units at second floor would benefit from moderate dormers to the front elevation and two roof lights serving the bedrooms to the rear. The second floor flat at No.27 would additionally benefit from a side window facing Beechcroft Avenue.

Whilst officers acknowledge that better outlook could be provided, both units would exceed the required space standards by approximately 10m². As per above, it is considered that the generously sized floor areas, combined with acceptable provisions of internal amenity, will result in comfortable living space which will not feel cramped or confined. It is therefore considered that the second floor units will not materially impact on the living condition of future occupiers to a level which would warrant a reason for refusal.

Part (d) of Policy DM04 (Development Management Policies 2012), states that proposals will be refused if they lead to an unacceptable level of noise and disturbance unless mitigation measures can be demonstrated. Sound insulation between units should be incorporated into the scheme which should be in compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission). This is due to its relationship both horizontally and vertically to neighbouring residential units. The proposed internal stacking is considered appropriate and acceptable, helping to ensure a minimum of noise disturbance between the units.

Amenity

Table 2.3 within the Sustainable Design and Construction SPD indicated that for flats, outdoor amenity space should be 5m² per habitable room (definition of a habitable room is

set out in the glossary including the maximum size considered before a room is counted as two (20sq.m).

The scheme includes the provision of a communal garden to the rear of No.35 and No.37 Ravenscroft Avenue which would serve the future occupiers of the ground floor, first floor, and second floor flats. The total number of habitable rooms would result in 22 with a required provision of 110m² of outdoor amenity space.

In this instance, the proposed scheme would provide a gross rear amenity area of 119m². It is therefore considered that the scheme would comply with the above requirements and would provide a level of amenity space in compliance to the Council's Sustainable Construction and Design (SPD).

The proposed basement flats would separately benefit from private amenity space. This has been proposed in the form of a lightwell towards the rear elevation of the properties. In line with the Council's required space standards, the 2 x 2 bedroom basement units would have to provide for a total of 20m² of private outdoor amenity each.

The proposed rear lightwells, serving the basement units, will provide 21m² of private amenity space. The lightwells would measure 3 metres in depth and approximately 7 metres in width. Screening would additionally separate the lower ground amenity areas from the communal garden to the rear.

On balance, whilst it is recognised that the amenity space provided will be located at lower ground floor, the provision of outdoor space has been met in line with the Council's requirements. It is also accepted that the site lies within a Town Centre location where occupiers will have access to other facilities.

Taking the above into consideration, the proposal is considered to provide high quality units for future occupiers and is acceptable in this regard.

Impact on Neighbouring occupiers

The proposed conversion of N.35 and No.37 Ravenscroft does not involve additional extensions. In terms of size, bulk, and massing, it is therefore not considered that the property will harm the visual and residential amenities of neighbouring occupier by appearing further overbearing or visually dominant. It is also noted that no additional windows have been proposed at first floor and second floor. It is therefore not considered that the proposal would result in higher levels of overlooking compared to those currently enjoyed.

Whilst it is accepted that the use of the communal entrance will be increased by virtue of the additional occupiers on the buildings, this would be considered as a transitional impact that is unlikely to cause demonstrable harm towards neighbouring occupiers to warrant a reason for refusal.

Sustainability

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

With regard to water consumption, a condition 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

Highways

Policy CS9 Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and the promotion of more environmentally friendly transport networks. This requires that developments are matched to capacity and promote the delivery of appropriate transport infrastructure.

Parking provision must meet Council's guidelines and the number of spaces must be in compliance with DM Policy Maximum standards. Policy DM17 of the development management policies document states that normally up to 1 space should be provided for 1 bedroom units, 1-1.5 spaces should be provided for 2-3 bedroom units, 1.5-2 spaces for 4 bedroom units.

Officers have consulted with the Council's Highways team, who have assessed the scheme in terms of the impact on highways.

The proposal is for the conversion of the existing two storey family dwelling houses into 8 x self-contained units comprising 2 x 1 bed units and 6 x 2 bed units. The scheme would therefore have to provide for 8no off-street parking spaces. In this instance, the scheme will provide for a maximum of 6no off street parking spaces, thus falling short by 2 spaces.

In assessing the parking requirements of the site, the following are taken into consideration:

- The site is located within a town centre location;
- The site is within walking distance of local amenities;
- The application is for a conversion
- The site lies within a PTAL 4 site, which is considered to be good public transport accessibility;
- The site is located within a Controlled Parking Zone (G and H) which is in operation Mon-Sat between 8am-6:30pm and Sundays between 9:30am-6:30pm and (H) in operation Monday-Friday between the hours of 11am-12pm.

It is considered that there is high on-street parking pressure on roads in the local area and it is considered that a further residential development, without the adequate provision of off-street parking, would result in unacceptable additional parking pressure in the vicinity of the site.

It is therefore considered that the proposal would be only considered acceptable subject to a Legal Agreement to amend the Traffic Order to exempt the occupiers of the proposed units from the schedule of addresses eligible for parking permits in the CPZ. A Section 106 or Unilateral Undertaking Agreement contribution of £2,0022.00 will be required in order to amend the traffic order.

5.4 Response to Public Consultation

It is considered that all planning considerations have been addressed by the report above.

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.

