

Location	546 Finchley Road London NW11 8DD	
Reference:	18/6196/FUL	Received: 16th October 2018 Accepted: 17th October 2018
Ward:	Childs Hill	Expiry 12th December 2018
Applicant:	Mr Joey Ben Yoav	
Proposal:	Conversion of the existing dwelling into 2no self-contained flats. Demolition of the existing garage. Associated refuse/recycling, parking, cycle store and amenity space	

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: Planning statement, Drg. no.U-54-LP001, Drg. no.U-54-LP002, Drg. no.U-54-PP001, Drg. no.U-54-PP002, Drg. no.U-54-EP001, Drg. no.U-54-EP002, Drg. no.U-54-EP003, Drg. no.U-54-PP003, Drg. no.U-54-EE001, Drg. no.U-54-EE002, Drg. no.U-54-EE003, Drg. no.U-54-PS001, Drg. no.U-54-ES001, Drg. no.U-54-PE001, Drg. no.U-54-PE002, Drg. no.U-54-PE003, Drg. no.U-54-PE004, Drg. no.U-54-PV001, Drg. no.U-54-PV002 and Drg. no.U-54-EV001.

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) 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).

- 4 a) Before the development hereby permitted is first occupied, details of the sub-division of the amenity area(s) shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented 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) and the Sustainable Design and Construction SPD (adopted April 2013).

- 5 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).

- 6 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.

- 7 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 6% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission

Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 8 a) Prior to first occupation of the hereby approved development, a scheme of hard and soft landscaping to the front forecourt area, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, has be submitted to and agreed in writing by the Local Planning Authority.

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.

- 9 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.

- 10 a) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until details of temporary tree protection have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the scheme of temporary tree protection as approved under this condition has been erected around existing trees

on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2015.

- 11 Before the development hereby permitted is first occupied or the use first commences the parking spaces/garages shown on Drawing No. U-54-LP002 shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policies 6.1, 6.2 and 6.3 of the London Plan 2015.

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. 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 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.

Officer's Assessment

This application is brought before committee because it has been called in by Cllr Greenspan for the committee to consider due to the objections received.

1. Site Description

The application site is a two-storey detached property located on the eastern side of Fernside. Although, the application site has a Finchley Road address, due to its location, the property can be accessed via Finchley Road and via Fernside.

The dwelling sits alongside a row of detached and one pair of semi-detached dwellings located on Fernside, which are partly screened from Finchley Road by mature trees and shrubbery. Adjacent to the site on the southern side is an electricity sub-station. The surrounding area has a mixed residential character, with larger purpose-built flats located to the south along Finchley Road and at the junction between Finchley Road and West Heath Avenue, while the predominant character of Fernside and the section of Finchley Road in which the application site resides is dominated by two-storey single family dwellings and a number of flat conversions.

The site has a PTAL rating of 6a, which is deemed to be very good.

The application site is not located within a conservation area and is not a listed building. There is a TPO tree located to the front of the application site and a TPO area sited within the curtilage of the adjacent property to the south.

2. Site History

Reference: 18/3477/FUL

Address: 546 Finchley Road, London, NW11 8DD

Decision: Refused

Decision Date: 14 September 2018

Description: Demolition of existing dwelling and erection of a two storey building with rooms in roofspace to create 6no self-contained flats. Associated parking, cycle store and refuse and recycling

Whilst the application was recommended for approval by officers, it was refused at committee for the following reasons:

"1. The proposed development, by reason of its size, siting, bulk and design, would be out of character within this part of Fernside/ Finchley Road and would be detrimental to the character and appearance of the streetscene and wider locality, contrary to policies CS NPPF, CS1 and CS5 of the Adopted Local Plan Core Strategy (2012), policy DM01 of the Adopted Development Management Policies DPD (2012) and the Adopted Residential Design Guidance (2016)."

"2. The proposed development would result in the loss of a single family house and would be detrimental to the established character of the area which comprises predominantly single family dwelling houses, contrary to policies CS NPPF, CS1 and CS5 of the Adopted Local Plan Core Strategy (2012), policy DM01 of the Adopted Development Management Policies DPD (2012) and the Adopted Residential Design Guidance SPD (2016)."

Reference: 18/6045/HSE

Address: 546 Finchley Road, London, NW11 8DD

Decision: Approved subject to conditions

Decision Date: 6 December 2018

Description: Two storey side extension following demolition of the existing garage. New front hardstanding to provide off-street parking

Reference: 18/6046/192

Address: 546 Finchley Road, London, NW11 8DD

Decision: Lawful

Decision Date: 22 November 2018

Description: Two storey rear extension

Reference: 18/6446/192

Address: 546 Finchley Road, London, NW11 8DD

Decision: Lawful

Decision Date: 8 November 2018

Description: Roof extension involving side/rear dormer windows

3. Proposal

The application seeks to convert the existing single family dwellinghouse into 2no self-contained flats. Demolition of the existing garage. Associated refuse/recycling, parking, cycle store and amenity space

The proposed flats would be as follows:

Flat 1- Ground Floor 152.49sqm GIA- 3 bed 5 people

Flat 2- first & second Floor 131.93sqm GIA - 4 bed 7 people

4. Public Consultation

Consultation letters were sent to 58 neighbouring properties.

2 responses have been received.

The response can be summarised as follows:

- Noise and dust nuisance concerns
- Parking concerns and highways safety concerns
- Out of Character
- Dropping the kerb would become an ugly space

Internal Consultation

Highways Department Comments:

The proposals will not generate a significant negative impact on the performance and safety of the surrounding highway network or its users, as such a recommendation for approval is supported.

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 24 July 2018. This is a key part of the Government's 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 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.

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, DM04, DM07, DM08 and DM17.

The Council's approach to development as set out in Policy DM01 is to minimise the 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

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.

Residential Design Guidance (October 2016)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- The principle of flats at this location
- Whether the proposal provides satisfactory living accommodation for future occupiers
- 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.
- Parking and Highways
- Refuse and recycling storage

5.3 Assessment of proposals

Whether the principle of residential units is appropriate for the area

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

The Council recognises that flat developments can make an important contribution to housing provision, in particular smaller units and that they can make more efficient use of urban land, however they normally involve an intensification of use creating more activity and can adversely affect the appearance of a street through, for example, the provision of car parking and refuse facilities, that can have an unacceptable impact on the established character of an area.

Within Chapter 2 of the Council's Development Management Policies, which is a material consideration in the determination of this application, the Council state the following:

"The conversion of existing dwellings into flats can have a cumulative effect that 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 areas by changing external appearance 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."

A planning history and council tax search of this section of Finchley Road and Fernside, shows the presence of 10 flat conversions, most notably at no.514, where permission was granted for 3 self-contained flats in 2017 (ref: 17/2399/FUL) and no.558 Finchley Road, which like the application site is located on Fernside. No. 558 was granted permission in 2007 (ref: C16164A/06) for 3 self-contained flats. Given the presence of properties that have been converted to flats in the immediate proximity of the application site, including on Fernside, it is considered that the principle of flat conversions has been established and that they form part of the residential character of this locality. While not all flats identified within this section of Finchley Road benefit from planning permission, it is deemed that the area is sufficiently mixed in its character to support the principle of conversion at the application site. Therefore the principle of the proposed conversion is considered to be acceptable and is not considered to detract from the mixed character of the area, which comprises of a mixture of converted properties and single family dwelling houses.

The London Plan 2016, Policy 3.8 states that development proposals should demonstrate how the mix of dwelling types and sizes and the mix of tenures meet strategic and local need and are appropriate to the location. Development proposals should seek to ensure they meet local needs by providing an adequate mix of dwelling sizes (in terms of occupancy defined in terms of bed spaces), and mix of tenures to reflect local and strategic demand. Local dwelling mix policies which take into account design occupancy provide an important complementary mechanism to secure the effective implementation of occupancy related space standards. Furthermore, the Strategic Housing Market Assessment (SHMA) has highlighted that Barnet needs more family sized accommodation and therefore maintaining and increasing the supply of family housing is a priority in Barnet.

One of the reasons for refusal of the recent application was on the grounds of the loss of a single family dwelling house. It should be noted that the two flats proposed comprise a 3 bed and a 4 bed unit, which is family sized accommodation.

Whether the proposal will provide suitable accommodation 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.

The London Plan 2016, Policy 3.8 states that development proposals should demonstrate how the mix of dwelling types and sizes and the mix of tenures meet strategic and local need and are appropriate to the location. Development proposals should seek to ensure they meet local needs by providing an adequate mix of dwelling sizes (in terms of occupancy defined in terms of bed spaces), and mix of tenures to reflect local and strategic demand. Local dwelling mix policies which take into account design occupancy provide an important complementary mechanism to secure the effective implementation of occupancy related space standards.

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:

- 3 bedrooms, 5 person, 1 storey - 86m²
- 4 bedrooms, 7 person, 2 storey - 115m²

The applicant's drawings show each flat has provided:

Flat 1- Ground Floor 152.49sqm GIA- 3 bed 5 people

Flat 2- first & second Floor 131.93sqm GIA - 4 bed 7 people

Flat 1 and Flat 2, each exceed the minimum space standards.

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 proposed bedrooms for flat 1 and Flat 2 meet and exceed these requirements.

Floor to ceiling height:

Table 3.3 of Policy 3.5 of the London Plan states that a minimum ceiling height of 2.3 metres is required for at least 75% of the gross internal area of a dwelling.

Flat 1 and Flat 2 each comply with this standard.

Glazing:

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

All proposed habitable rooms meet this requirement.

Light/outlook:

Due to the fact that the application site is a detached property, both flats will be dual aspect, which allows for sufficient amount of light, ventilation and outlook.

Furthermore, it is noted that the proposed flats exceed the required space standards and therefore the layout is considered to be acceptable.

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. The proposed layout is acceptable and there are no concerns with regards to stacking. Furthermore, a condition with regards to sound insulation will be attached, requiring sound insulation between units to 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.

Amenity Space:

Section 8.2 of the Residential Design Guidance SPD (2016) states that, 'private amenity space for the exclusive use of building occupants is a highly valued asset. Sufficient, functional amenity space should therefore be provided for all new houses and flats wherever possible'.

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.

Flat 1 requires: 25m²

Flat 2 requires: 30m²

The application site benefits from a large rear garden of approximately 109 m², which could be subdivided to provide adequate amount of amenity space to Flat1 and Flat2. A condition will be attached requiring the applicant to provide details of subdivision of the rear garden to provide amenity space to for both flats.

It is considered that the application site is able to meet the outdoor amenity space standards included in section 2.3 of the Sustainable Design and Construction SPD (2016).

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

One of the Council's key objectives is to improve the quality of life for people living in the Borough and therefore development that results in unacceptable harm to neighbours' amenity is unlikely to be supported. Good neighbourliness is a yardstick against which proposals can be measured.

The use of the building is remaining as residential, however with an additional unit. This is not however considered to be detrimental to the amenities of neighbouring occupiers.

The existing property is a 6 bed, 11 person, single family detached house. The proposal involves the creation of an additional unit and will have a cumulative amount of 12 persons living at the premises, which would be a potential increase of 1 person. It is not considered that this additional occupancy would give rise to unacceptable noise disturbance to the detriment of the amenities of neighbouring properties to an unacceptable level.

Policy DM01 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 Council's SPD 'Residential Design Guidance' states that new buildings and extensions should normally be subordinate and respect the original building. The Council's guidance advises that new development 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 building and using an appropriate roof form to ensure that the amenities of neighbours are not harmed.

Whilst the proposal will involve internal alterations, it will not involve extending the footprint of the dwelling. The only external alterations will involve the demolishing of a detached existing garage. Officers do not consider that there would be an unacceptable level of overlooking into the gardens of adjacent occupiers as no additional windows have been proposed.

Refuse

The property includes the location of the bin store for two self-contained units. The applicant has provided details of the location of the structure, however in the absence of elevations we are unable to assess the height of the bin store and the suitability of the location.

It is suggested that a condition could be attached requiring a revised refuse storage plan to be submitted for approval.

Parking

The site benefits from a fairly large front forecourt which has been landscaped. Whilst the proposal involves creating a hardstanding surface to the front, it will still retain an area of landscaping. It is noted that as the property benefits from permitted development rights, this element of the proposal could be undertaken without planning permission. Due to the fact that the property will still retain a portion of the forecourt for landscaping, it is considered to be acceptable in terms of character and appearance.

In terms of parking provision it is considered that the application would not significantly intensify the use of parking space at the site, given that the building is already used as a dwellinghouse. The planning statement states that the proposal will provide 3no. parking spaces on the front court and yet provided sufficient landscaping on the forecourt. Policy DM 17 states that a development of this nature should provide between 2.5 and 3.5 spaces, so the provision of three spaces is suitable. Any over spill parking by the proposed development will be minimal as adequate off street parking spaces have been proposed. Furthermore the site has a PTAL rating of 6a, which is deemed to be very good and has good accessibility to public transport.

Highways officers have been consulted and they have no objections to the proposal.

The applicant has not shown the location of bike stores for each flat. It is suggested that a condition can be attached requiring a revised cycle plan to be submitted for approval.

TPO

It is noted that there is a TPO tree located to the front of the application site and a TPO area sited within the curtilage of the adjacent property to the south. Subject to a condition requiring details of the temporary tree protection, it is considered that there will be no detrimental harm to the TPO's on site and the TPO's at the adjacent properties.

Sustainability

In respect of carbon dioxide emission reduction, the applicant has confirmed that the scheme has been designed to achieve a 6 % 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.

Community Infrastructure Levy

The Mayor of London is empowered to charge a Community Infrastructure Levy (CIL). The Levy is intended to raise £300 million towards the delivery of Crossrail. The Mayoral CIL will take effect on developments that are granted planning permission on or after 1 April 2012 setting a rate of £35 per sqm (index related) on all 'chargeable development' in Barnet.

Barnet has adopted its own CIL Charging schedule chargeable on liable development granted permission on or after 1st of May 2013 at £135 per sqm (index related).

The proposal is not considered to be CIL liable.

5.4 Response to Public Consultation

Comments have been mainly addressed in the body of the report. Due to the scale of the proposed works, it is not considered to cause noise and dust nuisance to an unacceptable

level. Highways officers were consulted and they have raised no highways safety concerns. The area is sufficiently mixed in its character to support the principle of conversion at the application site. Furthermore, the proposal does not involve any external alterations, other than hardsurfacing for parking, and therefore the proposal is not considered to have an impact on the character of the site or the immediate vicinity.

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.

