

**Location**                      **First Floor Flat 32 Long Lane London N3 2PU**

**Reference:**                      **18/6975/FUL**                      Received: 20th November 2018  
Accepted: 21st November 2018

Ward:                              West Finchley                      Expiry 16th January 2019

Applicant:                      Mr Paul Munro

Proposal:                      Conversion of existing dwelling into 2no self-contained flats at first and second floor levels. Insertion of new side gable window and repositioning of existing first floor side window. Addition of one window to rear elevation. Removal of 2 chimney stacks. Associated cycle store and refuse and recycling store (Amended plans and description)

**Recommendation:** Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

- 1     The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan, 315.F.01A, 315.F.02B, 315.F.033A, Amended Design and Access Statement dated November 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     The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

Reason: To safeguard the visual amenities of the building and surrounding area in accordance with Policy DM01 of the Development Management Policies DPD

(adopted September 2012) and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 4 Before the building hereby permitted is first occupied the proposed window(s) in the south elevation facing no 34 Long Lane shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

- 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 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.

- 8 a) No development shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from the \*\*\*\* as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and 7.15 of the London Plan 2015.

- 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 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.

- 10 a) Before the development hereby permitted is first occupied, the enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers shall be provided as shown on the approved drawings.

- b) The development shall be implemented in full accordance with the details as approved 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).

- 11 Before the development hereby permitted is occupied, cycle parking spaces shall be provided in accordance with The London Plan Cycle Parking Standards and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

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

**Informative(s):**

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

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

#### Relief or Exemption from CIL:

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

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

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

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

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

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

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

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

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

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

## **Officer's Assessment**

### **1. Site Description**

The application was deferred from the February meeting as Members considered neighbours had not been given enough time to consider the amended plans.

The application site is a two storey semi-detached building which has been subdivided into three flats. This application is submitted for the first floor flat. The property has a two storey pitched roof projection at the rear of the property.

According to the VOA website and council records, there are flats nearest the site on Long Lane at no's 31, 40, 43, 46-48, 51, 55, 57, and 72. It is noted that there are both flats and single family dwellinghouses on Long Lane, thus, the character of the area is mixed.

The application site is situated in the West Finchley area. The property is not listed and does not lie within a conservation area.

### **2. Site History**

Reference: 17/2027/FUL

Address: 32 Long Lane Finchley, London N3

Decision Date: 16.05.2017

Decision: Approved subject to conditions

Description: Roof extension involving rear dormer window, 2no. rooflights to front elevation to facilitate a loft conversion

Reference: C04285E

Address: 32 Long Lane Finchley, London N3

Decision Date: 12 July 1989

Decision: Approved subject to conditions

Description: Single storey rear and side extension and conversion to three self-contained flats (Renewal of planning permission C04285D dated 19.12.84).

Reference: C04285D

Address: 32 Long Lane Finchley, London N3

Decision Date: 19 December 1981

Decision: Approved subject to conditions

Description: Single storey rear extension and conversion to three self-contained flats.

Reference: C04285C

Address: 32 Long Lane Finchley, London N3

Decision Date: 16 July 1979

Decision: Approved subject to conditions

Description: Single storey rear and side extension and conversion from two self-contained flats to three self-contained flats.

Reference: C04285B

Address: 32 Long Lane Finchley, London N3

Decision Date: 10 December 1973

Decision: Approved subject to conditions

Description: Conversion of ground floor into two old persons flats.

Reference: C04285A

Address: 32 Long Lane Finchley, London N3

Decision Date: 13 June 1973

Decision: Refused

Description: Erection of single-storey rear extension and self-containing two existing flats.

Reference: C04285

Address: 32 Long Lane Finchley, London N3

Decision Date: 19 March 1973

Decision: Approved subject to conditions

Description: Self-containing two existing flats and erection of single-storey rear extension.

### **3. Proposal**

The application seeks approval for the conversion of an existing flat into 2no self-contained flats at first and second floor levels. Insertion of new side gable window and repositioning of existing first floor side window. Addition of one window to rear elevation. Removal of 2 chimney stacks. Associated cycle store and refuse and recycling store.

The plans were amended to show an additional first floor window to the rear elevation and removal of the second chimney stack.

### **4. Public Consultation**

Consultation letters were sent to 182 neighbouring properties.

6 letters of objection were received one of which was located within the vicinity of the application site and the five other objections were located a distance away from the application site.

Objections raised:

- Overlooking to the street behind because of new window onto Claverley Grove.
- Discrepancies on the plans and drawings; removal of the chimney will affect the appearance of the house and neighbouring houses
- The dust bins are excessive in number, are obtrusive and will obstruct access for residents and visitors.
- The loss of a three bedroom unit, that is in short supply in the Borough, and its conversion into two one bedroom flats would be contrary to Policy DM08 of the Local Plan Development Management Policies DPD 2012
- The proposed two units on first and first/second floors in place of the existing first/second floor unit will unacceptably increase the intensity of use of the whole building and staircase traffic to the detriment of the existing occupiers of the Ground Floor units and future occupiers of the proposed first floor unit.
- The increase in the number of 4 to 3 units results in bin storage which impacts on the streetscene and impedes access to the side passage and rear garden.
- The proposed living/kitchen over the ground floor bedroom of the ground floor unit in terms of stacking is not acceptable.
- The units would not meet the London Space standards that is why a 1 bed 1 unit has been proposed and the study will be used as a bedroom which is contrary to the London Space standards.
- In the event the application is approved, the future occupiers of the proposed First and First/Second Floor units should be precluded from obtaining on-street parking permits.
- There is a mature maple tree not sure if this is to be removed.
- This figure is slightly overestimated. The actual area of Unit C (including the footprint of all internal walls, partitions, chimney breasts and skirtings) is 44.64 sq metres.



On receipt of amended plans neighbours were reconsulted. The amended plans were submitted to ensure new windows and chimney removals were shown on the floor plans and elevations. The refuse storage area was also amended following objections received.

Following this re-consultation, prior to the February committee, two further letters were received confirming the previous objections:

- loss of chimneys harmful to appearance of the area
- removal of fireplaces affects the occupiers of the ground floor flats
- overlooking of rear garden of ground floor flat
- the new location for the bin store is now acceptable, however 4 extra bins are not needed
- cycle park is too big, no cover is shown and it is too obtrusive
- harmful to character of house - external changes and increased density
- sound insulation unlikely to be adequate
- concern about structural stability due to structural changes proposed
- increased noise and disturbance to existing residents
- loss of a family sized unit
- 'study' would in practice be used as a bedroom

Following the February committee meeting, neighbours were consulted again. No further responses were received.

### **Internal Consultation**

Environmental Health comments:

No objection, subject to conditions.

### **Highways**

We support a recommendation for approval for the following reasons;

- o There is no off street parking facilities associated with either the existing unit or the proposed development.
- o There will be no increase in trip generation associated with the proposed development.
- o Car ownership associated with the existing and proposed development will be similar if not reduced, therefore on street car parking stress is unlikely to increase in association with the above application.
- o Cycle parking and bin storage facilities are being proposed for the existing units (ground floor flat) and proposed development.

## **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, 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:

- The principle of flats in this location
- Whether harm would be caused to the living conditions of neighbouring residents.
- Whether the proposal provides satisfactory living accommodation for future occupiers
- Whether the proposed development would impact on parking and highways
- Whether the development would be sustainable

### **5.3 Assessment of proposals**

#### **Whether the principle of conversion to flats is acceptable and impact on the character of the area**

Policy DM01 states that: 'Conversion of dwellings into flats in roads characterised by houses will not normally be appropriate. Loss of houses in roads characterised by houses will not normally be appropriate. The policy seeks to retain single family dwellings where there is a character of single family dwellings. The continued sub division of properties into ever smaller units will alter the character of the street, by increasing noise, refuse and other activities associated with an unregulated increase in residential units. The break up into smaller units may also make the established pattern of development less permanent.'

Section 2.8 of the Development Plan Policies document addresses the issue of flat conversions with 2.8.1 stating that "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". Further supporting guidance is provided by the Residential Design Guidance SPD (RDG SPD) adopted in 2016 (Section 15).

The application site is a two storey semi-detached building which has been subdivided into three flats. This application is submitted for the first floor flat. According to the VOA website and council records, there are flats nearest the site on Long Lane at no's 31, 40, 43, 46-48, 51, 55, 57, and 72. It is noted that there are both flats and single family dwellinghouse on Long Lane, thus, the character of the area is mixed. The council can therefore agree the principle of this conversion subject to general conformity with relevant plan policies and on consideration of all other material matters relating to this proposal.

The new windows would match the style of the existing. It is considered that the removal of the chimney stacks would not cause significant harm to the appearance of the property. The refuse/ recycling and cycle storage can be accommodated within the front garden without appearing unduly obtrusive in the streetscene. It is therefore considered that the proposal would not adversely impact the appearance of the property or character of the area.

#### Impact on the amenities of neighbours

The applicant is applying for the conversion of the existing upper flat into 2no. self-contained flats at first and second floor levels.

The existing property operates as a three bedroom flat and the proposal is for 2x1bed units to occupy the first and second floors. Therefore, the proposal will not intensify the use and results in a reduction of potential occupancy from 4/5 to 3 occupiers. The units will be accessed via the front of the property via a hallway. There are minimal external changes to the property. One window is proposed in the second floor study room facing south towards no 34 a sufficient distance of approx. 2.5m away from the flank elevation of no 34. One first floor side facing window is to be obscure glazed. The introduction of the new window will be conditioned to be obscure glazed and as such, mitigates any potential loss of privacy and or overlooking to occupiers at no 34.

In addition, there will be one window inserted at first floor level to the rear elevation which is set a significant distance, approx. 46m from the rear elevation of properties on Claverley Grove. The window in the rear elevation is clear glazed and given its significant distance away from occupiers on Claverley Grove and the fact view are to be at oblique angles it is considered not to significantly overlook neighbouring properties at no's 30, 34 and the ground floor of unit below no 32. There is already one window at first floor in the rear elevation and it is considered there would be no significant increase in overlooking of the garden of the ground floor flat.

Details for the refuse, storage and cycle parking storage has been provided for on drawing 315.F.033A. Environmental health officers raised no concerns subject to attached conditions. The existing mature tree will not be removed and existing shrubs/vegetation will remain as existing. The proposed bins will be sited within the front curtilage of the property and set back from the streetscene, the bins are considered not to impact on the visual amenities of the immediate streetscene. The proposal is considered acceptable on residential amenity and visual amenity grounds.

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

Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and that development makes a positive contribution to the borough.

#### Floor Area:

The London Plan (2016) and Barnet's policies and Sustainable Design and Construction SPD (Oct 2016) set out the minimum GIA requirements for residential units. The minimum requirements are as follows:

- 1 bedroom unit for 1 person requires 39sqm
- 1 bedroom unit for 2 persons requires 58sqm

The 2 proposed flats have the following internal area (GIA)

First floor flat 1 bedroom 1 person unit: 48.2sqm

Second floor flat 1 bedroom 2 person unit: 63.6sqm

Both flats meet the London Plan 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 m<sup>2</sup> and is at least 2.15m wide;
- Double/twin bedroom: minimum area should be 11.5 m<sup>2</sup> and is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

All rooms meet these standards.

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.

The existing flats comply with this requirement.

#### Light/outlook:

Policy DM01 states that 'Development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users'. It is considered that all existing habitable rooms in both flats have good outlook for light and ventilation to serve the varying room sizes. In addition, both flats are dual aspect thus, benefiting from adequate ventilation and outlook. It is considered that the habitable rooms provide a suitable level of amenity for occupiers in accordance with Policy DM02 of Council's Development Management Policies.

#### 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.

It is considered that both flats have a similar layout of rooms and the room stacking will ensure minimal noise and or disturbance to occupiers of both flats. It is noted that the living/kitchen for the first floor flat will be over the bedroom of the ground floor unit, however, the applicant is advised that 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 applicant should achieve the required sound insulation levels and an appropriate condition is proposed.

#### Amenity Space:

Section 2.3 of the Sustainable Design and Construction SPD (2016) states that for flats there should be a minimum of 5m<sup>2</sup> of outdoor amenity space per habitable room. The design and access statement stated there would be no amenity space provided which is the same as the existing situation. However, given the occupancy level is reduced, the site's location in a sustainable location and that there are public spaces within walking distance of the site, the lack of outdoor amenity space would not warrant reason for refusal in this instance.

#### Parking and Highways

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. Highways had assessed the proposal and raised no objections.

- o There is no off street parking facilities associated with either the existing unit or the proposed development.
- o There will be no increase in trip generation associated with the proposed development.
- o Car ownership associated with the existing and proposed development will be similar if not reduced, there for on street car parking stress is unlikely to increase in association with the above application.
- o Cycle parking and bin storage facilities are being proposed for the existing units (ground floor flat) and proposed development.

#### Whether the development would be sustainable

It is recommended that the application is conditioned to ensure that a maximum of 105 litres of water is consumed per person per day with 100% of the water supplied to the new dwellings by metered mains water and to achieve a reduction in CO<sub>2</sub> emissions. Given the minor nature of the development, this is considered to be sufficient to meet sustainability requirements.

#### Response to Public Consultation

- Concerns regarding overlooking due to the addition of one new first floor rear window. Given the fact the window is set a significant distance, approx. 46m from the rear elevation of properties on Claverley Grove and views will be at oblique angles and no worse than the existing first floor rear facing window, it is considered not to significantly overlook neighbouring properties on Claverley Grove or numbers 30, 34 Long Lane or the ground floor flat at the application site.
- Neighbours had been re-consulted on amended drawings and the removal of the second chimney stack is considered not to effect the appearance of the house and or neighbouring houses.

- The environmental health officer was satisfied with the number of bins and as they are sited within the middle of the front garden area of the property, this will not obstruct existing access arrangements for the ground floor flat and for users of the application site.
- The introduction of 2x1 bed units in this sustainable location will contribute to the housing need of the area.
- The objector is concerned that the proposal will increase intensity of the use of the building to the occupiers of both the first and ground floor units. However, the existing property operates as a three bed unit and the proposal is for 2x1bed units to occupy the first and second floors. Therefore, the proposal results in a reduction of potential occupancy from 4/5 to 3 occupiers. Also, a condition is proposed with regards sound insulation.
- Concerns in term of stacking - the living/kitchen for the rear first floor flat will be over the bedroom of the ground floor unit. The requirement for sound insulation is a suggested condition to ensure compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).
- The proposal complies with the London Space standards. The area shown as study does not meet the minimum bedroom size.
- The highways officer assessed the scheme and found that car ownership associated with the existing and proposed development will be similar if not reduced, therefore on street car parking stress is unlikely to increase in association with the above application. The highways officer did not see any need to restrict on-street parking permits.
- The maple tree will not be removed as shown on the amended site plan drawing no.e 315.F.033 A.
- Officers have checked the flat sizes shown on the drawings and agree with the figures set out by the applicant.
- The removal of internal chimney breasts does not require planning permission. Any such internal alterations to existing flats would be the subject of agreement between the owners and occupiers and are not planning considerations.

## **Conclusion**

Having taken all material considerations into account, it is considered that the conversion would comply with the London Space standards 2016 and Barnet's policies and Sustainable Design and Construction SPD (Oct 2016) which sets out the minimum GIA requirements for residential units. It is considered to have an acceptable impact on the residential amenities of neighbouring occupiers. This application is therefore recommended for Approval, subject to conditions.

