

Location **90 Sunny Gardens Road London NW4 1RY**

Reference: **19/4797/FUL** Received: 3rd September 2019
Accepted: 10th September 2019

Ward: Hendon Expiry 5th November 2019

Applicant: Mr Albert Smith

Proposal: Conversion of the existing dwelling into 2no self-contained apartments.
Associated refuse/recycling store, cycle store

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:

Drawing no. PL004 rev00 Location Plan;
Drawing no. PL215 rev01 Basement and Ground Floor Plans Existing;
Drawing no. PL212 rev03 First and Second Floor Plans Existing;
Drawing no. PL216 rev04 Rear Elevation Existing and Proposed;
Drawing no. PL214 rev04 Ground Floor Plan Context Proposed;
Drawing no. PL207 rev05 Basement and Ground Floor Plans Proposed;
Drawing no. PL205 rev02 First and Second Floor Plans Proposed;
Drawing no. PL221 rev02 Separate Residence Parking.

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 Prior to occupation of the development, parking spaces and the access to the car parking spaces from public highway shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with 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.

- 4 Before the development hereby permitted is occupied, cycle parking spaces shall be provided in accordance with the submitted planning application 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.

- 5 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.

- 6 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.

- 7 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).

- 8 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).

- 9 Before the development hereby permitted is first occupied, the development shall be implemented in accordance with the sub-division of the rear amenity area as shown on drawing no. PL214 rev04 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 2016).

Informative(s):

- 0 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.

- 0 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, 2 Bristol Avenue, Colindale, NW9 4EW.

- 0 If a concrete pump lorry is operated from the public highway, the surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.
- 0 As a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk or nrswa@barnet.gov.uk at least 10 days prior to commencement of the development works.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

Officer's Assessment

1. Site Description

The host dwelling is located on the eastern side of Sunny Gardens Road. The area is residential in character consisting of two-storey, semi detached properties of mixed architectural styles, several of which have been converted to flats.

The host property benefits from existing extensions including a single storey side and rear extension, new basement level and extensions to the roof including 1no rear dormer window. The site does not lie within a Conservation Area and it is neither a listed or locally-listed building, nor is it located adjacent to a listed or locally-listed building.

2. Relevant Site History

Reference: 15/05370/191

Address: 90 Sunny Gardens Road, London, NW4 1RY

Decision: Lawful

Decision Date: 6 October 2015

Description: Retention of garage on the side of the house that has been in existence and use prior to 1995. Retention of building at the end of the rear garden, which has also been in existence prior to 1995 this is currently being used as a gym and storage

Reference: 15/06033/192

Address: 90 Sunny Gardens Road, London, NW4 1RY

Decision: Lawful

Decision Date: 10 November 2015

Description: Roof extension alterations involving hip to gable, enlargement to rear dormer window, 1no additional rooflight to front and new window to side elevation

Reference: 15/06037/PNH

Address: 90 Sunny Gardens Road, London, NW4 1RY

Decision: Prior Approval Not Required

Decision Date: 30 October 2015

Description: Single storey rear extension with a maximum depth of 6 metres measured from the original rear wall, with the eaves height of 3 metres and a maximum height of 4 metres.

Reference: 15/06801/192

Address: 90 Sunny Gardens Road, London, NW4 1RY

Decision: Lawful

Decision Date: 27 November 2015

Description: Removal of existing garden building and replaced with new garden building with patio area at rear of garden

Reference: 16/0460/HSE

Address: 90 Sunny Gardens Road, London, NW4 1RY

Decision: Refused

Decision Date: 30 March 2016

Description: Single storey rear extension with raised terrace following the demolition of the existing single storey rear extension. Construction of basement. Extensions to roof involving hip to gable end, 1 no additional rooflight to the front elevation and replacement of existing rear dormer with a larger rear dormer

Reference: 18/5491/HSE

Address: 90 Sunny Gardens Road, London, NW4 1RY

Decision: Approved subject to conditions

Decision Date: 17 October 2018

Description: Single storey rear/side extension. Formation of basement level with rear lightwell with new sunken terrace

Reference: 19/4077/HSE

Address: 90 Sunny Gardens Road, London, NW4 1RY

Decision: Approved subject to conditions

Decision Date: 13 September 2019

Description: Single storey rear/side extension. Formation of basement level with rear lightwell with new sunken terrace

3. Proposal

This application seeks full planning permission for "Conversion of the existing dwelling into 2no self-contained apartments. Associated refuse/recycling store, cycle store".

The development would create 2no self-contained flats. The gross internal area of the flats would be as follows:

- Flat A: basement and ground floor, 127 sqm (3 bed);
- Flat B: first and second floor, 76.3 sqm (2 bed).

Access to both flats would via the existing front entrance, with separate entrances internally.

The development includes parking spaces to the front of the site, a subdivided rear garden and refuse and cycle stores to the front.

4. Public Consultation

Consultation was undertaken including a site notice and letters to 53 neighbouring properties. A total of 7 representations were made in response to the proposed development, including 7no objection. The comments can be summarised as follows:

- Concern regarding the impact of the proposed development on parking and traffic congestion.
- Concern regarding the impact of the proposed conversion to flats on the character of the area.
- Concern regarding the appearance of the proposed refuse and recycling store.
- The proposed conversion to flats will set a precedent for further conversions and loss of single family homes in the area.
- The existing extensions to the dwelling should not be used to facilitate the conversion to flats.
- The proposed development will harm the privacy and amenity of neighbouring occupiers.
- Concern regarding increased noise and disturbance from the proposed flats.

5. Planning Considerations

5.1 Policy Context

Revised 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 Revised National Planning Policy Framework (NPPF) was published on 19 February 2019. 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 Revised 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 Revised 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 Mayor's Draft London Plan

Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the 2016 London Plan.

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

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 flats in this location;
- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether satisfactory living standards would be provided for future occupiers; and
- Whether harm would be caused to highway safety.

5.3 Assessment of proposals

Principle of flats in this location

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

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

Within Chapter 2 of the Core Strategy, 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 damages 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 but can harm the character by changing the function of a neighbourhood through more activity which increases noise and disturbance and thus impacts on amenity. This intensification of use can often involve more people movements, increased car movements, more rubbish to be collected and more deliveries. Flat conversions must therefore be situated in appropriate locations characterised by housing that has already undergone significant conversions or redevelopment to small flatted accommodation. Conversions in roads characterised by unconverted houses will not normally be considered appropriate."

Policy DM01 of Barnet's Local Plan Development Management Policies DPD states that proposals should be based on an understanding of local characteristics. Criterion (h) of the same policy states that the conversion of dwellings into flats in roads "characterised by houses" will not normally be appropriate.

Sunny Gardens Road is predominantly residential. An examination of planning history and council tax records shows that a number of properties on Sunny Gardens Road have been converted to self-contained flats. This includes the nearby properties at Nos, 64, 66, 68, 72 Sunny Gardens Road. Given the precedence of flat conversions existing in the locality, it is considered that the character has been altered somewhat in favour of a mix of single dwellinghouses and flats. In this context, it is not considered that the proposed conversion of the host dwelling to flats would be contrary or unduly harmful to the character surrounding 90 Sunny Gardens Road. Additionally, in an application at 110 Sunny Gardens Road (19/4544/FUL) the LPA found that the principle of conversion to flats was acceptable in this location.

With regard to the use of the site, it is not considered that the proposed development, which would result in an occupancy of 8 persons, would result in an unacceptable intensification of the use. This is a relatively modest increase compared with the existing dwelling that would not significantly nor unacceptable alter the character of the area.

The principle of development is therefore considered to be acceptable, subject to the considerations below.

Impact of the proposal on the character and appearance of the building, the street scene and the wider area

Development proposals involving the redevelopment of sites are required to reflect the character of their street and the scale and proportion of surrounding houses. This is supported by Policy DM01 of Council's Development Management Policies which states that development should understand local characteristics and 'preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets'.

The London Plan also contains a number of relevant policies on character, design and landscaping matters. Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

The proposed development involves minimal external changes to the existing dwellinghouse. The access for both new flats would be via the existing front entrance door, with a separate front door internally. As such, the building will still appear as a single dwelling from the street and there will not be any adverse impact on the character by virtue of the introduction of a separate access. Other external changes include alterations to front landscaping to accommodate 3no car parking spaces to the front of the site. This would not be incongruous in the local context. A bin store is also provided to the front of the dwelling; a condition is attached requiring details of the proposed store to ensure this is not detrimental to the character or appearance of the dwelling or the streetscene.

Taking all material considerations into account, the proposed development, subject to the attached conditions, would have an acceptable impact on the appearance of the host dwelling, the local character and the streetscene. It would therefore accord with Policy DM01 of Barnet's Local Plan.

Whether the proposal provides a satisfactory living environment for future occupiers

The development would create 2no self-contained flats. The gross internal area of the flats would be as follows:

- Flat A: 127 sqm (3 bed);
- Flat B: 76.3 sqm (2 bed).

Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and that it makes a positive contribution to the borough. The London Plan (2016) and Barnet's policies and Sustainable Design SPD (Oct 2016) sets out the minimum GIA requirements for residential Units as follows:

2 bed/3 people (two storey) - 70 sq. m.

3 bed/5 people (two storey) - 93 sqm.

Flat A would provide a two storey 3 bed/5 person unit with a GIA of 127 sqm. This exceeds the minimum standard and is considered to be acceptable in this regard.

Flat B would provide a two storey 2 bed/3 person unit with a GIA of 76.3 sqm. This exceeds the minimum standard and is considered to be acceptable in this regard.

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 bedroom: minimum area should be 11.5 m² and at least 2.75m wide.

The proposed bedrooms comply with these minimum standards.

The sustainable design and construction SPD also states that a minimum ceiling height of 2.5 metres for at least 75% of the dwelling area is strongly encouraged. Although a section has not been provided, both units are considered to be able to provide this minimum ceiling height.

Room stacking/siting

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 provides adequate stacking provision ensuring bedrooms for the most part are stacked above bedrooms and kitchen and living areas likewise.

Light/Outlook

Barnet's Sustainable Design SPD (Oct 2016) section 2.4 states that glazing to all habitable rooms should not normally be less than 20% of the internal floor area of the room. All units benefit from adequate levels of glazing and dual aspect outlook. The proposed levels of daylight/sunlight proposed for the flats is considered acceptable.

Amenity

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.

The host dwelling benefits from a reasonable sized rear garden. It is comfortably able to accommodate sufficient outdoor amenity space for all flats. The applicant has provided a proposed site plan showing details of the subdivision of the garden, including private amenity space of 186 sqm for Flats A and 78 sqm for Flat B. This layout is considered to be acceptable and provides ample amenity space for both units in accordance with minimum standards as set out in the Sustainable Design and Construction SPD.

Privacy

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'.

The proposed layout is acceptable in terms of the privacy of adjoining and potential occupiers. Ground floor bedrooms do not face onto the shared access at the side of the house. Private amenity areas to the rear of the house prevent overlooking to the living and dining areas here. There are no identifiable issues of overlooking. As such, the proposal is found to comply with Policy DM01 in this regard.

The impact on the amenities of neighbouring occupiers

It will be important that any scheme addresses the relevant development plan policies (for example policy DM01 of the Barnet Local Plan and policy 7.6 of the London Plan) in respect of the protection of the amenities of neighbouring occupiers. This will include taking a full account of all neighbouring sites.

Given there are no extensions proposed as part of this application, there are not considered to be any additional impacts in terms of light, outlook or privacy to neighbouring occupiers.

Conversions to flats can constitute an intensification of the use of a site, which carries increased noise and disturbance to neighbouring occupiers compared with a single dwellinghouse. In this instance, given the altered character around the host dwelling in favour of flatted developments and the expected occupancy of 8 persons, it is not considered to be such that it would result in an unacceptable impact on the amenities of neighbouring occupiers with regard to the scale of the dwellings in the vicinity.

Taking all material considerations into account, it is found that the proposed development would protect the amenities of neighbouring occupiers, in accordance with Policy DM01 of Barnet's Local Plan.

Parking and cycle stores

With regard to the maximum parking standards as set out in Barnet Council's Local Plan Development Management Policy DM17, the range of vehicular parking spaces which would need to be provided as part of the proposed development is between 2 and 3 spaces. The site has a PTAL rating of 0, meaning the public transport accessibility is poor. This section of Sunny Gardens Road is within a controlled parking zone (CPZ) on Event Days only; apart from this there is no controlled parking.

The proposed development provides a total of 3no spaces to the front of the dwelling, accessed via an existing crossover and a proposed new crossover, which would be subject to an application to the highways department. Highways officers have been consulted on the submitted parking layout. They have stated that, since the development is able to provide the maximum number of parking spaces as per Policy DM17, there is no predicted overspill and there will be no unacceptable impact on parking strain in the area. As such, the proposal is considered to be acceptable on highways grounds, subject to a condition requiring further details of the proposed parking spaces and access.

The proposed provision of 5no cycle parking spaces is in line with requirements set out in DM17 of Barnet's Local Plan. A condition is attached to ensure this provision.

On balance, it is considered that the proposal, subject to the conditions suggested above, would not generate a significant negative impact on the performance and safety of the surrounding highway network or its users.

Refuse

Supplementary Planning Document: Residential Design Guidance (2016) states that waste and recycling can be visually intrusive within the street scene. It goes onto state that waste and recycling storage areas should be integrated within the building or provided on-site and screened within an enclosure or by landscaping avoiding area in front of dwellings.

The proposed development includes the provision of a screened bin enclosure to the front of the site. As stated above, details of the screened facilities will be required by condition to ensure this is appropriate and does not harm the character or visual amenities of the site.

Accessibility and Sustainability

In respect of carbon dioxide emission reduction, the scheme should have been designed to achieve a 6% CO₂ reduction over Part L of the 2013 building regulations. This level of reduction is 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 would be attached to any permission to ensure compliance with this Policy.

In terms of water consumption, a condition would be attached to any permission 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 could be conditioned to meet the necessary sustainability and efficiency requirements of the London Plan in the event of an approval.

5.4 Response to Public Consultation

- Concern regarding the impact of the proposed development on parking and traffic congestion.
- Concern regarding the impact of the proposed conversion to flats on the character of the area.
- The proposed development will harm the privacy and amenity of neighbouring occupiers.
- Concern regarding increased noise and disturbance from the proposed flats.

These issues are suitably addressed in the above appraisal of the development.

- Concern regarding the appearance of the proposed refuse and recycling store. A condition is attached to ensure this is appropriate and does not harm the character and visual amenities of the site.

- The proposed conversion to flats will set a precedent for further conversions and loss of single family homes in the area.

Given the precedent of similar conversions in the area, it is not considered that the proposed conversion to flats in this location would be out of keeping with the pattern of development or set a harmful precedent.

- The existing extensions to the dwelling should not be used to facilitate the conversion to flats.

The extensions have been implemented as part of a previous permission and are not considered to be material to this application for a change of use and associated alterations.

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 future occupiers or neighbouring occupiers. The proposed development is considered not to cause harm to highways safety. This application is therefore recommended for APPROVAL.



01 Location Plan
SCALE: 1:1250

