

Location **114 Holders Hill Road London NW4 1LJ**

Reference: **20/2723/FUL** Received: 17th June 2020
Accepted: 18th June 2020

Ward: Finchley Church End Expiry: 13th August 2020

Case Officer: **Jack Wride**

Applicant: Mr Gallen

Proposal: Conversion of existing dwelling into 3no self-contained flats. Two new high level windows in side elevation. Associated parking, front boundary wall re-instatement, refuse and recycling store and cycle store [AMENDED PLANS]

OFFICER'S RECOMMENDATION

Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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 their 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 (received 17.06.20)

- Drawing 01 - Existing Block Plan (dated 02.06.20 and received 17.06..20)
- Drawing 02 - Existing Ground Floor Plan (dated 02.06.20 and received 17.06.20)
- Drawing 03 - Existing First Floor Plan (dated 02.06.20 and received 17.06.20)
- Drawing 04 - Existing Loft Plan (dated 02.06.20 and received 17.06.20)
- Drawing 05 - Existing Roof Plan (dated 02.06.20 and received 17.06.20)
- Drawing 06 - Existing Front Elevation (dated 02.06.20 and received 17.06.20)
- Drawing 07 - Existing Side Elevation (dated 02.06.20 and received 17.06.20)
- Drawing 08 - Existing Side Elevation (dated 02.06.20 and received 17.06.20)
- Drawing 09 - Existing Rear Elevation (dated 02.06.20 and received 17.06.20)
- Drawing 10 - Existing Section (dated 02.06.20 and received 17.06.20)

Drawing 01 Rev D - Proposed Block Plan (dated 02.10.20 and received 05.10.20)

Drawing 02 Rev C - Proposed Ground Floor Plan (dated 03.08.20 and received 04.08.20)

Drawing 03 Rev C - Proposed First Floor Plan (dated 03.08.20 and received 04.08.20)

Drawing 04 Rev C - Proposed Loft Plan (dated 03.08.20 and received 04.08.20)

Drawing 05 Rev C - Proposed Roof Plan (dated 03.08.20 and received 04.08.20)

[Drawing 06 superceded]

Drawing 07 Rev C - Proposed Side Elevation dated (dated 03.08.20 and received 04.08.20)

Drawing 08 Rev C - Proposed Side Elevation (dated 03.08.20 and received 04.08.20)

Drawing 09 Rev C - Proposed Rear Elevation (dated 03.08.20 and received 04.08.20)

Drawing 10 Rev C - Proposed Section A-A (dated 03.08.20 and received 04.08.20)

Drawing 11 Rev D - Proposed Front Elevation Showing Front Boundary Wall (dated 02.10..20 and received 05.10.20)

2020-3883-AT-102 - Revised Swept Path Analysis using a Skoda Octavia (received 05.10.20)

Planning Statement (received 17.06.20)

Syntegra Flood Risk Assessment (dated June 2020 and received 17.06.20)

Environment Agency Correspondence dated 18.02.20 re 112 Holders Hill (received 17.06.20)

Daylight & Sunlight Report by Stinton Jones Consulting Engineers LLP (dated 08.06.20 and received 17.06.20)

Traffic Survey Documents by Traffic Surveys UK Ltd re 112 Holders Hill (received 17.06.20)

Parking Report by TTP Consulting (dated 10.06.20 and received 17.06.20)

Acoustic Note AP01.ad.104010 by Acoustic Plus (dated 11.06.20 and received 17.06.20)

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 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 4 Prior to occupation of the development, further details of the cycle storage enclosures shall be provided in accordance with London Plan cycle parking standards and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason: 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.

- 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 Prior to the first occupation of the units, the sound dampening flooring, as specified in the hereby approved Acoustic Note AP01.ad.104010, shall be installed between all flats, and thereafter maintained or replaced with at least equivalent sound dampening measures.

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 8 The development shall be implemented in accordance with the details of the subdivided outdoor amenity hereby approved under Block Plan 01 Rev D, and include the revised internal access to the rear garden through the property shown in Ground Floor Plan 02 Rev C, before first occupation or the use is commenced, and this provision 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).

- 9 a) Before the development hereby permitted is first occupied, details of the enclosures / screening facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers 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).

- 10 Before the development hereby permitted is first occupied or the use first commences the parking layout and front boundary wall shown on Drawing No 01 Rev D - Proposed Block Plan; 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.

- 11 The use of the outbuilding hereby permitted shall at all times be ancillary to and occupied in conjunction with the main building and shall not at any time be occupied as a separate unit or dwelling.

Reason: To ensure that the development does not prejudice the character of the locality and the amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (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 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

OFFICER'S ASSESSMENT

This application has gone forward to planning committee by reason of over having 5 objections or over

1. Site Overview

The application relates to a two storey semi-detached property situated on the east side of Holders Hill Road. The building has a number of existing extensions, including a two storey side / rear extension; a single storey rear extension and a rear roof dormer.

The property has an existing large outbuilding in the rear garden and car parking spaces with associated dropped kerb to the front.

The surrounding area is mixed, split between large purpose built blocks of flats and large residential dwellinghouses, some of which have subdivided into flats. There is a parade of local shops 100 metres to the north opposite the cemetery and the site is less than a mile from Hendon centre, Mill Hill East and Finchley.

The application site is close to various open spaces (Windsor Open Space, Hendon Cemetery / Dollis Valley Green Walk), has a poor PTAL rating of 1b; and is covered Flood Zones 2 (the existing house and nearby garden) and 3 (rear garden) due to the watercourse to the rear (Dollis Brook).

The site is not in a Conservation Area or other planning designation beyond those noted above.

2. Recent Relevant Site History

20/0918/FUL - Conversion of existing dwelling into 3no self-contained flats at the neighbouring property of 112 Holders Hill Road. Associated parking, refuse and recycling store and cycle store. Similar conversion of adjacent semi-detached building approved subject to conditions 07.05.2020

Various householder application approvals, notifications and lawful development certificates covering all the house extensions noted in the site description between 2016 and 2017, including the existing outbuilding (16/6680/PNH, 16/7441/192, 16/7539/PNH and 17/5968/192).

18/6951/FUL Conversion of existing dwelling into 4no self-contained flats. Erection of part single, part two storey side and rear extensions and new front porch. Associated cycle store, refuse and recycling store and parking. Refused 08.05.2019

18/3880/FUL Part single, part two storey side and rear extensions and front porch to both properties. Demolition of carport and garage of no 112 at 112-114 Holders Hill Road. Approved 29.10.2018

ENF/1897/18 - Outbuilding (not separate residence) - No further action 04.02.2019

15/00240/FUL Demolition of existing semi detached houses and erection of two storey building with rooms in roof space, refuse/recycling facilities, hard/soft landscaping and cycle store to provide 5 self-contained flats at 112-114 Holders Hill Road. Refused 12.03.2015 and associated appeal dismissed.

F/04349/14 - Demolition of existing semi detached houses and erection of two storey building with rooms in roof, refuse/recycling facilities, hard/soft landscaping and cycle store to provide 5 self-contained flats at 112-114 Holders Hill Road . Refused 08.10.2014

F/01446/14 - Demolition of existing semi-detached buildings and erection of two storey building to provide four 2 bedroom and 1 three bedroom apartments at 112-114 Holders Hill Road. Refused 03.06.2014

F/04610/13 - Demolition of existing buildings and erection of a two storey block including accommodation in the roof space to provide four 2 bed flats and one 3 bed flat with 6 car parks, cycle & bin storage and amenity space at 112-114 Holders Hill Road. Application withdrawn 15.11.2013

3. Proposal

The proposal is for a thw following development:

"Conversion of existing dwelling into 3no self-contained flats. Two new high level windows in side elevation. Associated parking, front boundary wall re-instatement, refuse and recycling store and cycle store.

This is an amended scheme with redesigned entrance to the proposed garden area and ground floor layout, as well as the introduction of a front boundary wall. Further details

have been supplied regarding the interaction between the vehicle crossover and controlled parking zone.

3.1 Details for Dwellings

Flat 1

2 bedrooms / 4 people / 1 level

Gross Internal Area - 94m²

4 habitable rooms (bedrooms x3 with ensuites, kitchen / dinner)

Private Amenity Space - 56m²

Flat 2

2 bedrooms / 4 person / 1 level

Gross Internal Area - 70m²

4 habitable rooms (2 double bedrooms / double sized kitchen + living area), plus bathroom

Private Amenity Space - shared 65m² (excludes outbuilding, path and cycle parking)

Flat 3

1 bedroom (shared space) / 1 person / 1 level

Gross Internal Area - 37m²

Single main room and shower room

Private Amenity Space - shared 65m² (excludes outbuilding, path and cycle parking)

4. Consultation

Consultation letters were sent to 57 neighbouring properties and a site notice was published (25.06.20). Five objections were received, including one representation on behalf of the residents of Paragon Court. These are summarised below:

- o There is no extra provision for parking adding further strain to the already stretched infrastructure - paving, parking, public transport

This issue is covered in the main planning appraisal section below.

- o Merging of the two neighbouring outbuildings

This is not part of the current proposals and would fall under planning control if desired in the future. The scheme's original access arrangements through the garden of 112 Holders Hill Road have been removed from the latest version of the scheme (post objection) after discussion with the applicant.

- o Ownership Issues

These relate to 112 Holders Hill Road, which is not the subject of the current application, despite some shared planning history. There is already an extant permission in place for this neighbouring property (20/0918/FUL) which is a material consideration in the determination of the application.

- o Tree Issues

There is very limited operational development associated with the current proposal and no TPOs are shown on site. While this issue has been discussed to directly with the objector, any possible past issues with works on the site can be explored further with Barnet's Planning Enforcement Team.

- o History of repeated applications

Each individual application is required to be treated on its own individual merits by the LPA. The applications on this site have been varied and would not meet the planning test of being vexatious in nature in being the repeated resubmission of a refused scheme with little substantive change between attempts.

4.1 Internal Consultations

Barnet's highway and Development consultee commented on 08.07.20

The site on a residential road, it is in a CPZ (event day between 1pm-6pm) and it lies in an area with a PTAL rating of 1b. Two bus routes can be accessed from stops within 8 minutes walking distance of the site. The nearest bus stop is one minute walking distance away from the site.

The proposed conversion will require a maximum of between 2 and 4 parking spaces. 2 spaces are proposed which means that potentially 2 vehicles could be displaced on-street. The site is in an event day CPZ and parking surveys carried out by the applicant in accordance with Lambeth Methodology indicated that there were over 15 spaces available on street. Based on this, Highways accepts the proposed parking provision. However to accommodate the two parking spaces proposed layout the existing crossover will have to be widened and changes to the CPZ parking layout introduced.

To undertake these off-site highway works, the applicant will need to apply for a Section 184 licence from the council and will be liable for the full cost of the works including those associated with changes to the CPZ layout which will require consultation and a traffic order. The applicant is asked to note that the maximum width of a residential crossover is 4.2m and that any redundant section(s) of crossover will need to be reinstated to footway.

A minimum of 5 cycle parking spaces are required and 6 cycle spaces are proposed in the rear garden. The location/number of cycle parking spaces is acceptable but these should be stored in a covered, sheltered, lockable and enclosed compound. The type of stands used must allow both wheels and the frame of the bicycle to be locked. Details of cycle parking are therefore requested by way of a condition.

The proposed location of refuse storage is acceptable but elevations and details of the cycle store are requested. It is recommended that the bins are stored in a covered and enclosed environment. Details of refuse storage is therefore requested by way of a planning condition.

The proposal will involve some construction work and so a Construction Method Statement is requested by way of a condition.

Highways would raise no objection to the proposal subject to the following conditions:

- o Further details parking layout and access
- o Further details re cycle storage
- o Further details re refuse storage
- o Highways Survey Condition
- o Development Construction Management Plan

Highways follow up comments 01.12.20 (post submission of swept path analysis):

"I can confirm that the crossover and CPZ amendments can be removed from the condition."

5. Planning Considerations

5.1 Policy Context

The determination of planning applications 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.

- o The Revised National Planning Policy Framework (NPPF) - Last updated February 2019
- o Technical Guidance to the National Planning Policy Framework
- o Nationally described Space Standards

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.

Under paragraph 127, the NPPF further states that decisions should ensure that developments are sympathetic to the local character, while not preventing or discouraging appropriate innovation or change (such as increased densities); and, should maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live.

Existing policies in Barnet's Local Plan (2012) and the London Plan (2016) should not be considered out-of-date simply because they were adopted prior to the publication of the revised NPPF. Due weight should be given to them, according to their degree of consistency with the revised NPPF.

- o The Mayor's London Plan (2016)
- Relevant Policies: 3.3, 3.4, 3.5, 3.8, 3.14, 5.3, 6.3, 6.13, 7.1, 7.4,

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 draft New London Plan is at an advanced stage. In December 2019, the Mayor issued the "Intend to Publish" version of the emerging New London Plan. On 13th March 2020, the Secretary of State for Housing, Communities and Local Government proposed a number of directions to the Plan. The London Mayor wrote back on 24th April 2020 and they are now working together on the Plan. In the meantime, Policies contained in the Intend to Publish

- o Mayor's Housing Supplementary Planning Guidance (March 2016)
- o Barnet's Local Plan (2012)

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals

Relevant Core Strategy Policies: CS NPPF, CS1, CS3, CS4 CS5.

Core strategy policy CS3 seeks to encourage higher densities in order to meet the housing targets for the Borough. The policy identifies areas of growth that are appropriate for regeneration and higher densities of development, noting that these areas are either town centres or are accessible by public transport. The policy further states that whilst higher density can be encouraged as a means of meeting housing targets, it should not drive development, rather it is a factor to be considered alongside the local context, design, transport accessibility and infrastructure.

Core strategy policy CS4 seeks to provide a range of sizes and types of accommodation, including homes for those who need larger dwellings including families, as well as homes for smaller households such as single key workers or older and vulnerable people.

Core strategy policy CS5 sets out the LPAs objective to promote a sense of place throughout the Borough by responding to locally distinctive characteristics and patterns of development. The policy text goes further to state that the Core Strategy aims to address strategic needs for family accommodation. The main source of supply to meet demand is largely provided by our suburban housing stock. We therefore need to protect such housing within established residential streets which, because of their rhythm and cohesiveness, contribute to local character.

Relevant Development Management Policies: DM01, DM02, DM04, DM08, 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.

Policy DM08 seeks to both maintain and increase the supply of family housing across the Borough, with a priority of 3-4 bedroom dwellinghouses.

Policy DM17 states that the council will ensure that the safety of all road users is taken into account when considering proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users. The policy further states that a development of this scale would be expected to provide 1.5 to 1 vehicle parking space per dwelling.

Residential Design Guidance SPD (2016)

Sets out information for applicants to help them design developments which would receive favourable consideration by the Local Planning Authority. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene. It states:

- developments 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 it states that developments 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 the 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 (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:

- Whether the principle of subdividing the property into three self-contained units is acceptable;
- Whether the proposal represents an acceptable form of development having regard to its flood zone location and the provisions of related planning guidance
- Whether harm would be caused to the amenity of future occupants;
- 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 harm would be caused in terms of traffic, highway safety and parking;

Whether the principle of subdividing the property into three self-contained units is acceptable and whether harm would be caused to the character of the wider locality;

DMPD policy DM01 (h) states that 'conversion of dwellings into flats in roads characterised by houses will not normally be appropriate' and that (i) 'loss of houses in roads characterised by houses will not normally be acceptable'.

As per the site description, this area displays a mixture of housing types and this single conversion would not radically shift that balance. The neighbouring extant permission for 112 Holders Hill Road is also noted in terms of both consistency and presence of small unit accommodation in the area.

There is no operational development to extend the property or alter key characteristics like entrance location or access to the rear garden (as per the revised scheme); and the curtilage is large enough to accommodate waste / recycling and cycling requirements.

The introduction of high level windows to the flank elevation facing no.116 are not considered to be harmful to the character of the property or detrimental to the amenity of the neighbouring occupier.

As such, the principle of the proposed subdivision of the existing single dwellinghouse into three smaller self-contained units, would be in character with the surrounding area and therefore compliant with Policy DM01.

Whether the proposal represents an acceptable form of development having regard to its flood zone location and the provisions of related planning guidance

In line with national policy a sequential risk based approach to determining the suitability of land for development in flood risk areas will be applied. Flood risk assessments will be expected on all applicable sites to inform the sequential approach. Sustainable Urban Drainage techniques such as porous paving should be used where possible to reduce flood risk and the Mayor's drainage hierarchy applied.

The site is located within flood risk zones 2 (main building) and 3 (rear garden) which means it is at a higher risk of flooding. As such, the application is accompanied by a Flood Risk Assessment formulated with consultation from the Environment Agency.

The National Planning Policy Framework Technical Guidance states that 'Minor developments are unlikely to raise significant flood risk issues unless they would: have an adverse effect on a watercourse, floodplain or its flood defences'

Its definition of minor development in the relevant footnote includes - Alterations: development that does not increase the size of buildings e.g. alterations to external appearance. As such, the scheme is currently considered to be minor development (no associated footprint extension) and therefore exempt from the sequential / exception test.

Pre-application correspondence (dated 18.02.20) between the Environment Agency and the developer for 112 Holders Hill, the neighbouring property that is identical in terms of its flood risk context, has been submitted to support Barnet's view in this assessment. The EA have stated no objections and that, and the sequential and exception tests are not required.

Whether harm would be caused to the amenity of future occupants

Section 8.4 of Barnet's Residential Design Guidance sets out that "in designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, material (including paving), lighting and boundary treatment. All dwellings should have access to outdoor amenity space that is not overlooked from the public realm and provides a reasonable level of privacy".

The Mayor's Housing SPG standard 5.5.2 recommends that development should preferably have direct sunlight in living area and kitchen dining spaces and all homes should provide direct sunlight to enter at least one habitable room for part of the day".

It is considered that the current application complies with the space standards for new development outlined in Policy 3.5 (table 3.3) of the London Plan 2016. All flats would meet the minimum overall internal space standard requirement laid out in the London Plan / Nationally Described Space Standards in terms of gross internal accommodation; minimum bedroom size, minimum room widths, bathroom facilities, as well as ceiling height and space for internal storage.

Barnet's Sustainable Design and Construction SPD notes that flats should provide 5m² per of amenity space habitable room (see Section 2.3 Outdoor Amenity Space, pages 10-11). The glossary entry in the same document for Habitable Rooms (page 51) notes that rooms exceeding 20m² will be counted as two.

Space Breakdown

Flat 1

2 bedrooms / 4 people / 1 level

Gross Internal Area - 94m² (requires 70m²)

4 habitable rooms (bedrooms x3 with ensuites, kitchen / dinner)

Private Amenity Space - Requires 30m², has 56m²

Flat 2

2 bedrooms / 4 person / 1 level

Gross Internal Area - 70m² (requires 70m²)

4 habitable rooms (2 double bedrooms / double sized kitchen + living area), plus bathroom

Private Amenity Space - Requires 20m², has shared 65m² (rear garden, excludes outbuilding and cycle parking)

Flat 3

1 bedroom (shared space) / 1 person

Gross Internal Area - 37m² (requires 37m²)

Single main room and shower room

Private Amenity Space - Requires 10m², has shared 65m² (rear garden, excludes outbuilding and cycle parking)

The properties have access to the partially segregated rear garden via a communal shared internal passage in the redesigned scheme and the conversion would be compliant with the outdoor private space standards laid out in Barnet's Sustainable Design and Construction SPD (see workings above). The proposals would therefore offer

sufficient private amenity space for all units (even taking into account the loss of space for the proposed cycle storage, pathways and external outbuilding).

Whilst the scheme is generally reasonable in terms of internal layout relationships between rooms, a degree of stacking issues have been identified within the proposals. Kitchen in flat 2 above bedroom in flat 1 is the main example, but the applicant has supplied an acoustic report including sound dampening floor to mitigate this issue. This has been conditioned to ensure implementation and subsequent retention.

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

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 proposals would not increase the size or footprint of the existing building, or introduce new windows. Any intensification of the site's residential usage resulting from the subdivision would not be significantly above the potential of the existing large family dwelling and therefore not cause unacceptable harm.

Location for waste and recycling has been located in the front garden area, details of enclosures / screening can be conditioned to reduce impact on the streetscene and neighbouring amenity.

Given the scale of the scheme, which is mostly limited to internal works, it is not considered reasonable to apply a Demolition and Construction Plan for this site in line with the government guidance about proportionality in the imposition of the planning conditions. This is consistent with the approach taken for the neighbouring site and the recent approval of a similar scheme.

Whether harm would be caused in terms of traffic, highway safety and parking;

DM17 notes that the council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:

- ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and
- iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).

The current two spaces would meet the lower end of the 2-4 space window laid out and the objections from neighbours have been noted on these grounds. However, despite its low PTAL rating, there are close shopping facilities; reasonable access to nearby town centres and other shopping facilities / public transport corridors that would help reduce potential car usage associated with the development.

The Barnet transport and development team consider the scheme acceptable in its current configuration and, on basis of the supplied parking and traffic surveys, that the nearby area has enough parking capacity not to require binding restrictions on the number of permit holders / car users in the proposed development.

Based on London Plan standards, a minimum of 5 cycle parking spaces are required and have been provided on the plans. The cycle parking shown is reasonably accessible

to both the units and the public highway. Further details regarding cycle enclosures to ensure secure, covered facilities can be sought via condition.

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

The proposal is considered to accord with the requirements of the Development Plan and is therefore recommended for APPROVAL subject to conditions.

