

Location 15 Cheyne Walk London NW4 3QH

Reference: 22/2291/FUL Received: 28th April 2022
Accepted: 29th April 2022

Ward: Hendon Expiry 24th June 2022

Case Officer: Emily Bell

Applicant: Mr Ari Sufrin

Proposal: Conversion of existing dwelling into 2no semi-detached dwellinghouses including, part single, part two storey rear extension, alterations to front elevation including two-storey bay extension, roof extension including 2no. rear dormer windows and 1no. dormer window to each side elevation and 4no. rooflights to front roofslope. Associated amenity space, refuse storage, access and off-street parking

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 Chair (or in their absence the Vice-Chair) 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:
01a dated 15/3/22 Existing Floor Plans
01a 15/3/21 Location Plan
02
03
04a
05a
06a
07a

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 a) Before the development hereby permitted is first occupied, details of the subdivision of the amenity areas in accordance with approved drawing no.07a shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in accordance with the details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

- 5 a) Notwithstanding the approved plans, 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); CS14 of the Adopted Barnet Core Strategy DPD (2012); and Policies D6 and SI7 of the London Plan 2021.

- 6 a) Notwithstanding the approved plans, before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that adequate and satisfactory provision is made for the parking of bicycles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with Policy T5 and Table 10.2 of the London Plan (2021), 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.

- 7 Prior to occupation of the development the proposed parking spaces within the parking area as shown in approved drawing no.07a, submitted with the planning application and the corresponding access to the parking area from public highway shall be provided and shall be maintained at all times. 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 the free flow of traffic and highway and pedestrian safety on the adjoining highway is not prejudiced in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 8 The roof of the extension hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 9 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future). The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies D5 and D7 of the London Plan (2021)

- 10 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.

- 11 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement in carbon dioxide emissions of a minimum of 10% 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 SI 2 of the London Plan 2021.

- 12 Before the building hereby permitted is first occupied the proposed window(s) in the first floor flank elevations and side dormers facing No 13 and No 17 Cheyne Walk 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).

- 13 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A-G of Part 1 or Class A of Part 2 of Schedule 2 of that Order shall be carried out within the area of each residential curtilage hereby approved.

Reason: To safeguard the amenities of neighbouring occupiers and the general locality in accordance with policies 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 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.

We believe that your development is liable for CIL. The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. The London Borough of Barnet first adopted a CIL charge on 1st May 2013. A new Barnet CIL Charging Schedule applies from 1 April 2022 (<https://www.barnet.gov.uk/planning-and-building/planning/community-infrastructure-levy>) which applies a charge to all residential (including sui generis residential), hotel, retail and employment uses.

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.

- 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 or by telephoning 0208 359 4500.

- 4 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.

- 5 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 4.2 meters.

Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, 2 Bristol Avenue, Colindale, NW9 4EW.

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.

- 6 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.
- 7 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.
- 8 The developer is informed that hoarding, scaffolding, crane and skips on or abutting the public highway require a licence. To make an application for these licences please contact the council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licences or email highwayscorrespondence@barnet.gov.uk.
- 9 Any gates must open inwards and not out onto the public highway for health and safety reasons.

OFFICER'S ASSESSMENT

1. Site Description

The application site relates to a two storey detached dwellinghouse located on Cheyne Walk, NW4 3QH. The road is residential in character and consists predominantly of detached dwellings similar in size, scale and design to the subject dwelling aside from enlargements which have been undertaken over time to a number of properties.

The property is not listed and does not fall within a designated conservation area. There are no other restrictions on the site.

2. Site History

Reference: 22/1400/192

Address: 15 Cheyne Walk, London, NW4 3QH

Decision: Lawful

Decision Date: 13 April 2022

Description: Single storey rear extension. Roof extension including 2no. rear dormer windows. Single storey outbuilding to rear. New front porch

Reference: 22/2766/PNH

Address: 15 Cheyne Walk, London, NW4 3QH

Decision: Prior Approval Not Required

Decision Date: 27 June 2022

Description: Single storey rear extension measuring 8 meters in depth, maximum height of 2.85meters and an eaves height of 2.85 meters.

3. Proposal

The proposal seeks planning permission for the conversion of the existing property into a pair of semi-detached houses, including part single, part two storey rear extension, alterations to front elevation including two-storey bay extension, roof extension including 2no. rear dormer windows and 1no. dormer window to each side elevation and 4no. rooflights to front roofslope. Associated amenity space, refuse storage, access and off-street parking.

During the course of the application, revised plans were received to address officer concerns. The revised plans are the subject of this assessment.

The proposed ground floor extension would extend for a depth of 4 metres and spans the full width of the existing dwelling. At first floor the extension would be set 3m in from the flank wall to either side and extend for a depth of 3.2m. Two rear bay windows would be created.

The front extensions include an additional two storey bay window and amended front porch with a single entrance door. Independent entrances for the two dwellings would be incorporated from within the lobby area.

Two rear dormers are proposed as well as one dormer to each side roofslope.

3no parking spaces would be provided.

4. Public Consultation

Consultation letters were sent to 22 neighbouring properties. 9 letters of objection have been received, summarised below:

- o Proposal to convert a single residency into two is out of character
- o Will cause parking problems
- o Conversion will lead to pressure on local amenities/services
- o Devalue properties within the vicinity

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 updated on 20 July 2021. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, 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 2021

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 new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and supersedes the previous Plan.

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.
- Relevant Development Management Policies: DM01, DM02, DM04, DM08, DM17.

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.

Barnet's Draft Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 the policies and site proposals in the draft Local Plan and the stage that it has reached.

Supplementary Planning Documents

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 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 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 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 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 the development;
- Whether harm would be caused to the character and appearance of the street scene and locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether harm would be caused to the living conditions of future occupiers;
- Traffic and Parking;

5.3 Assessment of proposals

Principle of the development:

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 partial demolition and conversion 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 additional units through the subdivision of existing plots can make an important contribution to housing provision, 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.

The character of Cheyne Walk along this stretch consists almost exclusively of detached dwellings within fairly large plots. It will therefore be a pre-requisite for any development to respect this dominating character. The proposal following revisions has been sensitively designed to ensure that the principal elevation of the property retains the appearance of a detached single family dwelling house through the use of a single front door entrance housed in a centralised front porch. The additional two storey front bay window has also been amended throughout the lifetime of the application to appear as a more subordinate bay extension which reflects the design of other houses within the street, for example nos. 2 and 4.

Indicative details of the refuse store(s) also depicts a back to back system which would effectively appear as a single bin store from the street scene.

Whilst it is acknowledged that the proposed 3no. parking spaces could indicate inflated occupancy levels, it is noted that the existing sizeable property could similarly provide a comparable area of hardstanding and therefore such provision in of itself would not be harmful to the character of the area. Following a review of aerial photography, properties with 2 or 3 parking spaces to the front can be seen.

Taking the above into consideration, the proposal would not take the form of two distinct semi-detached dwellings and thus the subdivision would not be overtly visible ensuring the character of the area is maintained. Additionally, the proposal will result in a net gain of 1no family-sized dwelling (with regard to the priorities of the Development Plan laid out under Policy DM08) which will contribute positively to the Council's housing targets within the borough and the addition of 1no household is not considered to result in an unacceptable detriment to the character of the use of the site.

As such, the principle of the development is considered acceptable.

It is noted the principle of the proposed development for the subdivision of the existing dwelling into 2no. dwellings echoes similar consented schemes along Rundell Crescent and Foscoote Road which lie within 10 minutes walking distance of Cheyne Walk. Examples of such are nos. 4, 14 and 16 Rundell Crescent and 30 Foscoote Road. The basis for these approvals were due to the sensitivity of the design which ensured there would be little manifestation of the subdivision and therefore in keeping with the predominant character of detached single family dwelling houses.

Whether harm would be caused to the character and appearance of the street scene and locality:

Policy CS5 of Barnet's Core Strategy DPD (2012) states that the Council will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design.

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states in point b: "Development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets."

As noted within the proposal section, the development has been subject to amendments during the course of the application to ensure any enlargements proposed would respect the character and appearance of the host property and surrounding neighbourhood.

Front Extensions:

The additional bay window would replicate the design and form of the existing bay window. Amendments were received to include a reduction in the size of the additional bay window in order to increase the appearance of the building as one dwelling. It is noted that houses opposite and further along Cheyne Walk also display double bay projections and therefore such a feature is considered to be commensurate with the local character. Moreover, the proposal would retain the existing visual gap between neighbouring properties.

Rear Extensions:

Residential Design Guidance states the depth of a ground floor rear extension, normally considered acceptable for detached properties is 4m and first floor rear extensions which are closer than 2 metres to a neighbouring boundary and project more than 3 metres in depth are not normally considered acceptable.

The proposed ground floor extension would measure 4 metres in depth which is compliant with this guidance. Although the first floor extension would measure approximately 3.2 metres at its deepest from the original rear wall, given the set in from both flank walls of 3 metres, its centralised positioning and set down from the ridge of the main dwelling, this is considered to be acceptable.

Dormer extensions:

The proposal incorporates a total of 4no dormer windows; two would be sited on the rear roofslope and one would be sited to either side roofslope all similar in size, scale and design.

It is considered that the amended dormers would be centrally and visually contained within the respective roofslopes and would thus read as subordinate additions and respect the scale, mass and design of the subject property. It is also noted that a number of properties benefit from similar sized roof dormers and would therefore appear consistent with the local character.

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

Policy DM01 of the Development Management Policies 2012 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.

Both neighbouring properties, nos. 13 and 17 Cheyne Walk benefit from ground floor rear extensions adjacent to the common boundary with the host site. The plans indicate that the proposed ground floor would not project any further in depth than the existing neighbouring properties and as such would not have a detrimental impact on neighbour amenity with regards to loss of light and outlook.

At first floor, although the proposed extension would extend to a maximum depth of 3.2 metres, the extension has been centrally positioned on the rear elevation and would be set in 3 metres from the flank elevation of the host building. As such, it is not considered that demonstrable harm would arise as result of this element.

The side dormer windows would both serve staircases leading to the loft level bedroom. In order to protect the amenity of neighbouring occupiers from overlooking, it is considered appropriate to include a condition to any approval requiring these windows to be obscure glazed.

The rear dormer windows are set sufficiently within the rear roofslope away from the neighbouring properties and would allow views over the rear gardens rather than into neighbouring properties.

In terms of the additional residential unit, given the context of the site and surrounding area which consists of detached dwellings within sizeable plots, it is not considered that

the addition of 1 unit would be so overt or intense - in respect of increased coming-and - going or general activity - so as to cause unacceptable harm in terms of activity, noise and disturbance.

In conclusion, it is not considered that an unacceptable adverse impact would be sustained to neighbouring occupiers as a result of the proposed development.

Whether harm would be caused to the living conditions of future occupiers

The London Plan (2021), Barnet's policies and Sustainable Design SPD (Oct 2016) set out the minimum space requirements for residential units and bedrooms.

Each dwelling would provide a 4 bed, 6 person unit across three floors.

Table 3.1 of the London Plan states that the minimum space standards for such a dwelling is 112sqm.

Each dwelling would provide in excess of the required space standard.

Table 2.2: Internal layout and design requirements of Barnet's Sustainable Design SPD (Oct 2016) states that bedrooms should meet the following requirements:

- o Single bedroom: minimum area should be 7.5 m² and should be at least 2.15m wide;
- o Double/twin bedroom: minimum area should be 11.5 m² and should be at least 2.75m wide and every other double (or twin) bedroom and at least 2.55m wide.

The proposed bedrooms would meet these minimum requirements.

Furthermore, both dwellings would be dual aspect and all habitable rooms would benefit from adequate outlook and levels of light/sunlight.

Stacking:

The proposed new dwellings would have like for like stacking on a vertical plane and therefore acceptable.

Outdoor amenity space:

Table 2.3 of the SPD states that 85m² of outdoor private amenity space should be provided for each dwelling.

The site benefits from a sizeable rear garden which would be subdivided between the two dwellings. House A would retain approximately 87m² of outdoor garden space and House B would retain 100m² of outdoor garden space. As such both dwellings would provide in excess of the requirement.

In conclusion, both dwellings would meet/exceed the required standards and would provide a good standard of living accommodation for future occupiers.

Traffic, parking, cycle parking and refuse/recycling

Traffic/parking:

Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments.

Highways officers have reviewed the application and have the following comments:

The applicant is proposing to convert the existing 1 x 4 bed single family dwelling into 2 x 4 bed single family dwellings. The applicant is proposing to make provision for 3 off-street car parking spaces.

The site lies within a PTAL 4 zone, which means that there is a greater than average public transport accessibility to and from the site. The proposed provision of 3 off-street parking spaces is in line with requirements set out in Policy DM17 of the Barnet Local Plan (1.5-2no spaces per dwelling) and exceed the London Plan requirement (0.5-0.75no spaces per dwelling) and is therefore acceptable on highways grounds. The Local Highway Authority have not objected to the proposal.

There is currently 1x vehicular access from the public highway. This will have to be increased to 4.2m wide in order to provide safe access for 2 vehicles. Another crossover will also have to be constructed. An application must be made to the Highways Domestic Crossover Team prior to commencement of any works on the public footway and prior to occupation of the proposed units. The Crossover Team have not objected in-principle to the proposal.

Refuse/Recycling:

In respect of their access from to servicing from the highway, the Refuse/Recycling stores would be located within the front forecourt as indicated on the submitted site plan which is acceptable. Further details of the bin store and provision will be secured by way of a condition.

Cycle Parking:

Cycle parking should be provided in a secure, covered, lockable and enclosed compound. Also, the type of stands used must allow both wheels and the frame of the bicycle to be locked. The site plan indicates cycle stores would be located to the rear. For the proposed development, a minimum of 4 cycle parking spaces are needed. Further details of cycle parking will be secured through a condition.

5.4 Response to Public Consultation

- o Proposal to convert a single residency into two is out of character

As discussed within the main body of the report, the design of the front elevation is such that the appearance will remain as a single family dwelling. A more detailed response is provided within the report.

- o Will cause parking problems

Highways officers have deemed the application acceptable on highways grounds. Again, a more detailed response is provided within the report.

- o Conversion will lead to pressure on local amenities/services

It is not considered that the addition of 1 no family sized unit would significantly impact the local amenities to an extent that would warrant refusal of the application. The development would also be CIL liable, meaning a contribution towards community infrastructure would be required.

- o Devalue properties within the vicinity

The perceived loss of property value is not a material planning consideration.

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, the proposed development would have an acceptable impact on the character and appearance of the streetscene and locality. The development would have an acceptable impact on the amenities of neighbouring and future occupiers. The application is therefore recommended for APPROVAL.

