

**Location** 10 Pennine Drive London NW2 1PB

**Reference:** 22/1027/FUL  
Receive d: 25th February 2022  
Accepted: 7th March 2022  
Ward: Cricklewood Expiry 2nd May 2022

**Case Officer:** Anestis Skoupras

**Applicant:** Mr Nawzad Karim

**Proposal:** Conversion of the existing dwelling into 2no self-contained flats, demolition of existing garage and creation of 2 parking spaces at the rear

### **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 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.

- 2 The development hereby permitted shall be carried out in accordance with the

following approved plans:

- Dwg no.PJ102/10/004 (site location and block plan)
- Dwg no.PJ102/10/001 (existing elevations and floor plans)
- Dwg no.PJ102/10/002 REV A (proposed ground and 1st floor plans)
- Dwg no.PJ102/10/003 REV A (proposed loft floor and roof plans)
- Dwg no.PJ102/10/004 REV B (proposed site plan)
- Dwg no.PJ102/10/004 REV A (proposed front and side elevations)
- Dwg no.PJ102/10/005 (proposed side and rear elevations)
- Dwg no.PJ102/10/006 (proposed section)

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).

- 3 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).

- 4 Prior to the first occupation of the development hereby approved it shall have been constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 10% 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) and policy S1.2 of the London Plan (2021).

- 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 S1.5 of the London Plan (2021).

- 6 Prior to occupation of the development the proposed parking spaces within the parking area as submitted with the planning application and the access to the parking area from public highway shall be provided and maintained at all times. The parking space 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.

- 7 Details of cycle parking including the type of stands, gaps between stands, location and type of cycle store proposed shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, before the development hereby permitted is occupied, (long stay) cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of cycles 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.

- 8 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); CS14 of the Adopted Barnet Core Strategy DPD (2012); and Policies D6 and SI7 of the London Plan 2021.

- 9
- a) Prior to first occupation of the hereby approved development, a scheme of hard and soft landscaping to the front forecourt area, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, has be submitted to and agreed in writing by the Local Planning Authority.
  - b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.
  - c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and G5, G6 and G7 of the London Plan 2021.

- 10
- a) Before the development hereby permitted is first occupied, the amenity area(s) shall be provided and enclosed in accordance with the details shown on dwg no. PJ102/10/004B (Site plan as proposed).
  - 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 2016).

## **Informative(s):**

- 1 Informative: 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 Informative: The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil). The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £0 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £0 payment under Barnet CIL. Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy. Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website. The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to

commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations. If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: [cil@barnet.gov.uk](mailto:cil@barnet.gov.uk).

- 3 Informative: The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process. The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended. Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

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

- 4 Damage to public highway 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](mailto:highways.development@barnet.gov.uk) or [nrswa@barnet.gov.uk](mailto: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 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.
- 6 The applicant should apply for a Habitual Crossing License for construction vehicles to use the existing crossover. An application for this license could be obtained from London Borough of Barnet, Development and Regulatory Services, 2 Bristol Avenue, Colindale, NW9 4EW.
- 7 The applicant is advised that due to the large number of schools and school children in the area that site deliveries during the construction period should not take place between 0800 hrs to 0900hrs and 1500 hrs to 1600 hrs. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.
- 8 The applicant is advised that if the development is carried out, only low-level planting or landscaping (Below 0.6m in height) shall be provided at the entrance to the development to ensure that the visibility splays on either side of the access for the vehicles emerging from the development are kept clear of any obstruction which is likely to have a detrimental impact on highway and pedestrian safety.
- 9 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 Licenses or email highwayscorrespondence@barnet.gov.uk.

- 10 The applicant is advised that High Road (the whole length) is Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Crossover Team in Development and Regulatory Services should be consulted in this respect.
- 11 Refuse collection points should be located within 10 metres 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.

## **OFFICER'S ASSESSMENT**

### **1. Site Description**

The application site relates to 10 Pennine Drive, a two-storey semi-detached dwelling located within the ward of Golders Green. Given its location on a corner plot, the application site borders both Cotswold Gardens and Pennine Drive. The locality is characterised by two storeys semidetached properties that do not significantly differ in character and appearance. The application site has a vehicular access at the rear which leads to a garage.

The site is not within a conservation area (designated as Article 2(3) land in The Town and Country Planning (General Permitted Development) (England) Order 2015 as amended) and is not within an area covered by an Article 4 direction.

### **2. Site History**

Reference: 17/5702/FUL

Address: 10 Pennine Drive, London, NW2 1PB

Decision: Application Returned

Decision Date: No Decision Made.

Description: Conversion of existing dwelling into 3no self-contained flats. Part single, part two storey side and rear extension. Roof extension involving rear dormer window, 2no. front and 1no side rooflights

Reference: 17/6009/192

Address: 10 Pennine Drive, London, NW2 1PB



Decision: Lawful

Decision Date: 20 December 2017

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

Reference: 18/3125/PNH

Address: 10 Pennine Drive, London, NW2 1PB

Decision: Prior Approval Required and Refused

Decision Date: 5 June 2018

Description: Single storey rear extension with a proposed depth of 5 metres from original rear wall, eaves height of 3 metres and maximum height of 3.2 metres

Reference: 18/3902/PNH

Address: 10 Pennine Drive, London, NW2 1PB

Decision: Prior Approval Not Required

Decision Date: 25 July 2018

Description: Single storey rear extension with a proposed depth of 5 metres, eaves height of 3 metres and maximum height of 3.2

Reference: 18/7375/HSE

Address: 10 Pennine Drive, London, NW2 1PB

Decision: Refused

Decision Date: 11 February 2019

Description: First floor rear extension

Reference: 19/1524/HSE

Address: 10 Pennine Drive, London, NW2 1PB

Decision: Approved with conditions

Decision Date: 10 May 2019

Description: First floor rear extension

Reference: 21/3729/192

Address: 10 Pennine Drive, London, NW2 1PB

Decision: Approved with conditions

Decision Date: 04 August 2021

Description: Single storey side extension

### **3. Proposal**

Planning permission is sought for the proposed conversion of a single family dwelling house into two self-contained units as follows:

Flat 1 - ground floor (two bedroom - four person) - 80m<sup>2</sup>. Includes 47m<sup>2</sup> of private outdoor amenity space concealed with a 1.8m high boundary treatment.

Flat 2 - duplex (two bedroom - four person) - 83.8m<sup>2</sup>. Includes 62 m<sup>2</sup> of private outdoor amenity space and an outbuilding. It is concealed with a 1.8m high boundary treatment.

The proposal was amended during the course of the application with the latest amendments to seek permission for the conversion of the single family dwelling house from 3no. self-contained flats to 2 given that it was considered that 3no. of self-contained flats would significantly intensify the use of the existing dwelling and

residential area with subsequent impact upon on-street parking spaces. It was also considered that the existing 2no. of parking at the front of the application site was unauthorised and it was considered dangerous given its location adjacent a junction. As such, the parking spaces at the front have been removed and 2no. of parking spaces are now created to the rear. The outdoor amenity space has also been subject to amendments.

It is noted that several applications for flat conversions have been approved in the locality as following:

- 22/4096/FUL- 127 Pennine Drive NW2 1NJ
- 21/3094/FUL - 69 Pennine Drive NW2 1NR
- 20/4782/FUL - 2 Pennine Drive NW2 1PA
- 20/3776/FUL - 88 Pennine Drive NW2 1NP
- 19/3967/FUL - 127 Pennine Drive NW2 1NJ
- 18/2245/FUL - 142 Pennine Drive NW2 1NH
- 17/6808/FUL - 97 Pennine Drive NW2 1NN
- 17/5511/FUL - 84 Pennine Drive NW2 1NP
- 17/4337/FUL - 104 Pennine Drive NW2 1NP
- 17/3797/FUL - 1 Pennine Drive NW2 1NY
- 17/3427/FUL 101 Pennine Drive NW2 1NN

#### **4. Public Consultation**

Consultation letters were sent to 52 neighbouring properties. 11 representations were received for the initial proposal of 3no. self-contained flats and they are all objections - this is summarised below;

##### Objections

- o Principle of the development
- o Over development of the locality (from family to flats)
- o Impact on the character and appearance of the locality as a result of outbuilding at the rear, attached single storey side extension and loss of front garden spaces.
- o Impact upon on-street parking
- o Additional pressure on local amenity, i.e GP, school, public transport, etc.
- o Flat bedrooms do not meet the minimum bedroom space standard

The revised proposal of 2no. self-contained flats has been reconsulted with the public and relevant consultees on the 31st of Jan 2023 and no further comments were received.

#### **4.1 Relevant Consultees**

ouncil Highways officer: objected to the initial proposal of 3no. self-contained flats due to the location of the proposed front access adjacent a junction and as such, limited parking spaces is provided to support the application.

The revised proposal has been subject of re-consultation with the Councils highways engineer and they are satisfied that the parking spaces at the rear of the application

site and in addition to the on-street parking would be adequate to accommodate the proposed flats.

## **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 amended on 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.

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 2041. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

#### Barnet's Local Plan (2012)

Barnet's 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.

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, 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.

### Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

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:

- The principle of development
- Whether harm would be caused to the character and appearance of the locality
- Whether harm would be caused to the living conditions of neighbouring residents.
- Whether the proposal provides satisfactory living accommodation for future occupiers
- Highways safety and Parking
- Other matters

### **5.3 Assessment of proposals**

#### The principle of 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 redevelopment of sites in residential localities are required to reflect the particular character of the street in which the site is located and the scale and proportion of the houses.

The Council recognises that flat developments can make an important contribution to housing provision, in particular smaller units and that they can make more efficient use of urban land, however they normally involve an intensification of use creating more activity and can adversely affect the appearance of a street through, for example, the

provision of car parking and refuse facilities, that can have an unacceptable impact on the established character of an area.

Within Chapter 2 of the Council's Development Management Policies, which is a material consideration in the determination of this application, the Council states the following: "The conversion of existing dwellings into flats can have a cumulative effect that is damaging to the quality of the environment and detracts from the character of established residential areas. Conversions may be appropriate in certain types of property or street particularly where they are highly accessible. However, even in such locations they can harm the character of areas by changing external appearance and increasing activity. Such activity can often involve more people movements, increased car movements and parking stress, more rubbish to be collected and more deliveries."

The initial proposal was for 3no. of self-contained flats, however, it has now been revised to 2no. of self-contained flats given it was considered that 3no of self-contained flats would significantly intensify the use of the existing dwelling and residential area with subsequent impact upon on-street parking spaces. The principle of conversion to 2no. of self-contained flats are well established within the locality (Pennine Drive) and as such the proposal would not appear out of character within its context.

Furthermore, it is not considered that the proposed conversion and use would harm the residential character of the area or significantly intensify the use of the existing dwelling beyond and above the existing use. The Council's highways engineer has also been consulted in this context and they are satisfied the proposal would not result in harm to the existing parking situation.

On the basis of the above, the proposed conversion and use would be suitable on this application site and the principle of one additional conversion in this location is therefore considered acceptable. Site specific impact and material considerations are addressed further below.

#### Whether harm would be caused to the character and appearance of the locality

There are no alterations proposed to the existing external appearance of the dwelling and as such, it is not considered that harm would be identified to the character and appearance of the locality as a result of the proposed conversion. It is considered that refuse and cycle storage can be accommodated on site without appearing overly cluttered and harmful to the appearance of the property.

#### Whether the development would result in impact upon residential amenity of neighbouring occupiers

No objections have been received from neighbouring properties/interested parties in the context of specific amenity impacts and it is not considered that the proposal would result in significant harm beyond and above the current situation. The proposal would not result in any overlooking or overbearing impact given the proposal is a conversion with no proposed works to the existing building.

Additionally, the conversion of the property into two self-contained flats is not considered to result in any significant increase in footfall that would give rise to unacceptable noise disturbance to the detriment of the amenities of neighbouring properties to an unacceptable level.

## Whether the proposal provides satisfactory living accommodation for future occupiers

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

### Bedroom sizes:

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

- Single bedroom: minimum area should be 7.5 m<sup>2</sup> and is at least 2.15m wide;
- Double/twin bedroom: minimum area should be 11.5 m<sup>2</sup> and is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

Both bedrooms in flat 1 would measure around 15m<sup>2</sup> and 18.6m<sup>2</sup> respectively per the floor plans provided.

Both bedrooms in flat 2 would measure around 15.5m<sup>2</sup> and 20m<sup>2</sup> respectively per the floor plans provided.

On this basis, it is considered that the proposed units meet the above standards.

### Floor Area:

The London Plan (2021) and Barnet's policies and Sustainable Design SPD (Oct 2016) set out the minimum GIA requirements for residential units as follows:

- 2 bed, 4 person: 70m<sup>2</sup> (1-storey)
- 2 bed, 4 person: 79m<sup>2</sup> (duplex)

Flat 1 would measure around 80m<sup>2</sup> per the floor plans provided.

Flat 2 would measure around 83.8m<sup>2</sup> per the floor plans provided.

As such, both units would meet and exceed the minimum GIA requirement. Additionally, the proposed ceiling height provided for the flats is adequate.

### Light/Outlook:

Policy DM01 states that 'Development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users'.

Adequate numbers and size of fenestrations are provided for the flats, and it is considered the units would benefit from an acceptable level of light and outlook.

### Room Stacking:

Although the bedrooms do not stack above one another, it is considered that the bedrooms and GIA proposed meet and exceed the minimum requirement and as such, it would outweigh the harm as a result of the room not stacking. Furthermore, sound insulation between units would be incorporated into the scheme, and this should be in compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission). A condition would be attached to the decision in the instance permission is granted.

### Outdoor space:

Section 8.4 of Barnet's Local Plan SPD: residential design guidance states: "in designing high quality amenity space, consideration should be given to privacy,

outlook, sunlight, trees and planting, materials (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 reasonable level of privacy".

The property as existing has an outdoor amenity space at the rear of the site. Flat 1 would have access to a private amenity space measuring at 47m<sup>2</sup> and flat 2 would have access to its own private amenity space measuring at 62m<sup>2</sup>. As such, adequate amenity space is provided for both flats and they would not be subject of being overlooked. Therefore, the outdoor amenity spaces provided accords with Table 2.3 within the Sustainable Design and Construction SPD

#### Whether the development would result in impact on highways safety and parking

The proposal has been subject of consultation with the Council's highways engineer and they objected to the initial proposal of 3no.self-contained flats due to the location of the proposed front access adjacent a junction and limited parking spaces provided to support the application.

However, following the submission of the revised proposal, the Council's highways engineer has been reconsulted and they are satisfied that the parking spaces at the rear of the application site and in addition to the on-street parking would be adequate to accommodate the proposed flats. As such, no objection is raised in this context.

Furthermore, the Council's highways engineer noted that there are 2 bus routes that can be accessed from Pennine Drive and is 2 minutes walking distance from Hendon Way (A41) which is one of the major road networks of Transport for London. Brent Cross station which is the closest station to the site is 16 minutes (1.3km) walking distance from the site.

#### Other Matters

The property includes the location of the bin store for two self-contained units. The applicant has provided details of the location of the structure which is considered to be suitable and in accordance with the Council's approach. Further details of enclosures can be secured by condition.

In the context of the cycle storage, four cycle spaces are required as per the Council's highways engineer comments, however, only two cycle spaces are provided. It is however, suggested by the Council's highways engineer that a condition can be attached in the instance permission is granted to secure the appropriate numbers of cycle spaces.

### **6. Response to Public Consultation**

All material considerations have been addressed within the main body of this report.

### **7. 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.

### **8. Conclusion**

The proposal at 10 Pennine Drive within the ward of Golders Green is considered to be acceptable in principle. In addition, in the context of material, design and location, the proposal is not considered to impact the character and appearance of the locality, nor would it impact the amenity of neighbouring properties or future occupiers of the proposed flats. Additionally, no harm is identified to highways/parking and adequate refuse storage is provided for the flats. Similarly, a condition can be attached in the instance permission is granted to secure the appropriate numbers of cycle spaces. On this basis, this application is therefore recommended for an approval, subject to conditions.



**SITE LOCATION scale 1:1250**

