

Location **34 Ravenscroft Avenue London NW11 8AU**

Reference: **22/3812/FUL** Received: 22nd July 2022
Accepted: 22nd July 2022

Ward: Childs Hill Expiry 16th September 2022

Case Officer: **Emily Bell**

Applicant: Jalojar Ltd

Proposal: Part single, part two storey rear extension and associated rebuilding of roof to include 1no.rear dormer window and 1no side dormer window and rooflights. Formation of basement with associated side and rear lightwells. New front porch. Provision of off street parking and cycle storage. Conversion of the property to 4no. self-contained flats.

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:

34RA-A-01-001 REV 3
34RA-A-01-002 REV 3
34RA-A-07-001 REV 3
34RA-A-07-002 REV 3
34RA-A-07-004 REV 3
34RA-A-08-001 REV 3
34RA-A-08-002 REV 3
34RA-A-08-003 REV 3

34RA-A-08—04 REV 3
34RA-A-09-001 REV 3
34RA-A-090-002 REV 3

Transport Technical Note July 2022 Parking Stress Study prepared on behalf of BY Developments Ltd

34RA-A-02-001
34RA-A-02-002
34RA-A-04-001
34RA-A-04-002
34RA-A-05-001
34RA-A-06-001
34RA-A-06-002

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 sub-division of the amenity area(s) 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 Prior to occupation of the development, Cycle parking spaces 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.

6 No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

7 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).

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 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).

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 wholesome 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. Any use of grey water and/or rain water systems needs to be separate from the potable (wholesome) water system and needs to meet the requirements and guidance set out in Part G of the Building Regulations.

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), Policy SI 5 of the London Plan 2021 and Barnet's Sustainable Design and Construction SPD (2016).

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 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), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 12 No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure.

- 13 Prior to occupation of the development the proposed parking spaces within the parking area as shown in drawings no. 34RA-A-01-002 Rev. 3, submitted with the planning application and the access to the parking area from public highway shall be provided and the access to the parking spaces shall be maintained at all time. 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.

- 14 Before the building hereby permitted is first occupied the proposed dormer window in the second floor elevation facing 36 Ravenscroft Avenue 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).

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 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 London NW9 4EW.
- 6 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.
- 7 Any gates must open inwards and not out onto the public highway for health and safety reasons.
- 8 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.

- 9 The applicant shall carry out a "before" and "after" condition survey of the agreed route to be utilised by all construction traffic. The "before" survey shall be submitted to and approved in writing by Local Highway Authority prior to the commencement of the development. The "after" survey shall be completed three months before the completion of the development and thereafter submitted to and approved in writing

by the Local Highway Authority. Any recommended works necessary to reinstate the condition of the agreed route to that identified within the "before" survey shall be implemented as approved following completion of the development.

OFFICER'S ASSESSMENT

1. Site Description

The application site is located at 34 Ravenscroft Avenue, NW11 8AU, consisting of a two storey detached dwellinghouse with accommodation in the roofspace. The area surrounding the site is mainly residential consisting of detached and semi-detached properties. The application property is located on the corner plot of the junction between Ravenscroft Avenue and Wentworth Road. The site is located within the Golders Green ward.

The site is not located within a conservation area and is not a listed building.

2. Site History

Reference: F/00187/13

Address: 34 Ravenscroft Avenue, London, NW11 8AU

Decision: Approved subject to conditions

Decision Date: 12 March 2013

Description: Demolition of link between existing garage and main house and construction of a part single and part two storey extension with main hipped roof adjustment. Roof extension including 3no. dormer windows and 5no. rooflights to facilitate loft conversion and associated refurbishment works.

Reference: 19/0038/FUL

Address: 34 Ravenscroft Avenue, London, NW11 8AU

Decision: Approved subject to conditions

Decision Date: 16 July 2019

Description: Conversion of existing dwelling into 2no dwellinghouses. Single storey rear extension following demolition of existing garage. Extension to roof including 1no dormer to side roofslope, 1no dormer to adjacent side roofslope and alterations to existing rear dormer and removal of 1no rooflight to front roofslope. External alterations including reinstating of front entrance door and alterations to fenestration. Associated landscape works including installation of brick fencing. Associated amenity space, parking, refuse/recycle store, and cycle store

Reference: 19/5381/192

Address: 34 Ravenscroft Avenue, London, NW11 8AU

Decision: Lawful

Decision Date: 22 October 2019

Description: Roof extension involving side and rear dormer window, addition of 2no front facing rooflights

Reference: 21/2616/HSE

Address: 34 Ravenscroft Avenue, London, NW11 8AU

Decision: Approved subject to conditions

Decision Date: 11 August 2021

Description: Part single, part two storey rear extension following demolition of the existing storage unit/garage. New front porch

Reference: 21/4991/HSE

Address: 34 Ravenscroft Avenue, London, NW11 8AU

Decision: Approved subject to conditions

Decision Date: 16 November 2021

Description: Part single, part two storey rear extension following demolition of the existing storage unit/garage, associated alterations to roof including removal of 1no.rear dormer window and insertion of 1no. rear rooflight. New front porch. Formation of basement with associated side and rear lightwells

Reference: 22/1047/FUL

Address: 34 Ravenscroft Avenue, London, NW11 8AU

Decision: Approved subject to conditions

Decision Date: 9 August 2022

Description: Redevelopment of existing site into 2no single family dwelling houses. Part single, part two storey rear extension and associated rebuilding of roof to include 1no.rear dormer window and 1no side dormer window and rooflights. Formation of basement with associated side and rear lightwells. New front porch. Provision of off street parking and cycle storage (AMENDED DESCRIPTION AND DRAWINGS)(THIRD CONSULTATION FOR REPOSITIONED OFF-STREET CAR PARKING SPACES).

3. Proposal

Part single, part two storey rear extension and associated rebuilding of roof to include 1no.rear dormer window and 1no side dormer window and rooflights.

Formation of basement with associated side and rear lightwells.

New front porch.

Provision of off street parking and cycle storage.

Conversion of the property to 4no. self-contained flats.

4. Public Consultation

Consultation letters were sent to 47 neighbouring properties. 10 letters of objection have been received, summarised below:

- o Parking provision inadequate
- o Safety of driving on site junction of Ravenscroft Avenue and Wentworth Road
- o Intensification of the site
- o Wentworth Road/Templars Avenue 'estate' consists primarily of family homes
- o Excessive number of refuse bins would be unsightly
- o Adequate bin storage not provided
- o Garage is impractical and will not be used for parking which will increase street parking
- o Increased noise and disturbance from a change of use to four flats
- o Overbearing on the street scene

Following the receipt of amended plans, neighbours were re-consulted. No further comments received.

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 revised National Planning Policy Framework (NPPF) was published on 20th July 2021. This is a key part of the Government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. 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 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.

Relevant policies:

D4 - Good Design

D5 - Inclusive Design

D6 - Housing Quality and Standards

D7 - Accessible Housing

D12 - Fire safety

H2 - Small Sites

H12 - Housing Size mix

SI 2 Minimising Greenhouse Gas Emissions

T6.1 - Residential Car Parking

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, CS4, CS5,

Relevant Development Management Policies: DM01, DM02, DM03, DM08, DM17.

Barnet's 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 (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low-density suburban housing with an attractive mixture of terrace, semidetached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.

- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.

- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

- States that privacy can be safeguarded by achieving adequate window to window, or window to balcony distances between buildings (both existing and proposed). In new residential development there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan and sets out how sustainable development will be delivered in Barnet.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of Development
- 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
- Provision of adequate accommodation for future occupiers
- Highways and Parking
- Refuse and Recycling

5.3 Assessment of proposals

Principle of Development

The site benefits from an extant consent (ref: 21/4991/HSE) for a part single, part two storey rear extension following demolition of the existing storage unit/garage, associated alterations to roof including removal of 1no.rear dormer window and insertion of 1no. rear rooflight. New front porch. Formation of basement with associated side and rear lightwells. The current proposal largely maintains the general composition, external appearance, building line and scale of the previously approved scheme, however, the principal change in the current proposal is the proposed use of the building as 4no self-contained flats.

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.

Policy DM01 of Barnet's Local Plan Development Management Policies DPD 2012 (LP) states that proposals should be based on an understanding of local characteristics. Criterion h of the same policy states that the conversion of dwellings into flats in roads "characterised by houses" will not normally be appropriate.

Within Chapter 2 of the Core Strategy, which is a material consideration in the determination of this application, the Council state the following: "The conversion of existing dwellings into flats can have a cumulative effect that damages the quality of the environment and detracts from the character of established residential areas. Conversions may be appropriate in certain types of property or street but can harm the character by changing the function of a neighbourhood through more activity which increases noise and disturbance and thus impacts on amenity. This intensification of use can often involve more people movements, increased car movements, more rubbish to be collected and more deliveries. Flat conversions must therefore be situated in appropriate locations characterised by housing that has already undergone significant conversions or redevelopment to small flatted accommodation. Conversions in roads characterised by unconverted houses will not

normally be considered appropriate.

Ravenscroft Avenue is mixed in character and there are a number of purpose built blocks of flats along the road, including Ravenscroft Court and Berkley Court. A number of the other properties along Ravenscroft Avenue have also been converted into or have gained permission for conversion into flats, including nos. 35, 37, 40, 48, 54. On this basis, the principle of flats in this location is, on balance, considered acceptable.

Barnet's Local Plan (Development Management Policies) states that Barnet's growing and increasingly diverse population has a range of needs that requires a variety of sizes of accommodation. The 4 proposed units replacing a single-family dwelling will contribute to increased housing provision and make a positive contribution to the mix of dwelling types in Barnet.

The principle of the proposed development is considered to be acceptable subject to other material planning considerations as set out below.

Impact of the proposal on the character and appearance of the area

The NPPF attaches great importance to the design of the built environment, stating that, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities" (para.124).

Policy DM01 states, 'development proposals should be based on an understanding of local characteristics and should respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets'.

The site benefits from extant consents (ref: 21/4991/HSE and 22/1047/FUL) for a part single, part two storey rear extension following demolition of the existing storage unit/garage, associated alterations to roof including removal of 1no.rear dormer window and insertion of 1no. rear rooflight. New front porch. Formation of basement with associated side and rear lightwells. The proposed building is largely the same as the extant permission and it was previously found that in terms of the ratio of built development to the plot size, the proposal does not result in an overdevelopment of the site.

The current proposal also includes a dormer window to the side elevation fronting Wentworth Road, measuring approx. 1.8 metres in width, 1.5 metres in height and 1.7 metres in depth. This dormer would appear as a subordinate addition, resulting in an acceptable impact to the character and appearance of the host building and the wider street scene.

The principal changes to the external appearance of the proposed building as compared to the extant consents would be the increased number of parking spaces and stores associated with the increased number of households and the subdivision of the rear garden. Given that front hardstandings are common along this stretch of Ravenscroft Avenue, it is not considered that the additional parking spaces would be detrimental to the character of the wider area. The subdivision of the rear garden would be required to provide suitable outdoor amenity space for the flats and on balance, this is considered to be acceptable.

Impact on the Amenities of Neighbours

Barnet policy DM01 requires new development to have due regard to the amenity of existing occupiers in neighbouring buildings.

With regards to the extensions the delegated report under 21/4991/HSE notes the following:

"The proposed single storey rear extension is considered to fall within the limits of the council guidance in respect of depth and height respectively above natural ground level in the case of a detached property. The proposed first floor extension would be located over 5 metres from the common boundary with no. 36 Ravenscroft Avenue. This distance is considered sufficient to ensure that there will be no harmful impact to the amenities of these neighbouring occupiers with regards to loss of light and outlook.

A rear garden depth of approximately 14.5 metres will be retained. There is considered to be an acceptable impact on the amenities of the neighbouring occupiers to the rear at no. 69 Wentworth Road."

Due to the sitting of the basement, the basement and associated lightwells are not considered to have a negative impact on amenity of adjoining properties.

There is an additional dormer window proposed within the side elevation facing onto Wentworth Road which would serve a bedroom of Unit 3. Due to the location of the host site on the corner of Ravenscroft Avenue and Wentworth Road, the adjacent property at no. 32 Ravenscroft Avenue is sited a sufficient distance away and as such there are no concerns regarding loss of privacy.

A new access on the flank wall on Wentworth Road would serve Unit 01 whilst the existing access on Ravenscroft Avenue would serve Units 02, 03 and 04. Relative to the pre-existing property, the cumulative level of occupancy across the site would be increased by 8no. persons. This increase in the current application accounts for three additional persons relative to the previously approved subdivision scheme under ref 22/1047/FUL. However, this increase is not considered to be a deleterious increase in occupancy and given the detached nature of the application property, the conversion is considered unlikely to cause demonstrable harm towards neighbouring occupiers by way of comings and goings, noise and disturbance or result in an intensity of use that would be harmful to the neighbouring occupiers and therefore acceptable in this regard.

Provision of adequate accommodation for future occupiers

In terms of the amenity for future occupiers, the Planning Authority expects a high standard of internal design and layout in new residential development to provide an adequate standard of accommodation. The London Plan and Barnet's Sustainable Design and Construction SPD sets out the minimum space requirements for residential units.

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. The application will therefore be assessed according to the requirement laid out in the London Plan (2021).

The proposal would provide the following dwellings:

- Unit 1: 2 bed, 4 person unit over 2 storeys with GIA of 149sqm
- Unit 2: 2 bed, 4 person unit over 2 storeys with GIA of 156sqm
- Unit 3: 3 bed, 5 person unit over 2 storeys with GIA of 96sqm
- Unit 4: 3 bed, 4 person unit over 2 storeys with GIA of 83sqm

The London Plan sets a minimum Gross Internal Floor Area for flats based on a standard set for the number of bedrooms (b) and persons-bedspaces (p). A 3 bed, 4 person unit over

2 storeys requires 79 sqm, a 3 bed, 5 person unit over 2 storeys requires 93sqm and a 2 bed, 4 person unit over 2 storeys requires 84sqm.

Table 3.3: Internal layout and design requirements of Barnet's Sustainable Design SPD (Oct 2016) states that bedrooms should meet the following requirements.

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

The proposed units would meet the minimum internal space standards as per the Sustainable Design and Construction SPD.

All new dwellings are expected to be dual-aspect and benefit from adequate levels of light and outlook. All proposed units would be dual aspect and are considered acceptable in this regard. It is acknowledged that Units 1 and 2 across the basement and ground floor would include a bedroom within the basement level with 1no rear lightwell providing light to the room. The internal layout has been amended throughout the lifetime of the application to include the relocation of the basement level bedroom to the rear in order to benefit from the larger rear lightwell design to the rear garden. The size and positioning of the rear lightwell is such that this is considered sufficient in this case.

With regards to outdoor amenity space, all units are expected to benefit from outdoor amenity space. The Sustainable Design and Construction SPD states that a minimum of 5sqm should be provided per habitable room.

Units 1 and 2 on the ground and basement floors are provided with their own private amenity space to the rear measuring 45 and 47 sqm respectively. A further communal amenity area to the rear is provided measuring 78sqm. The amenity space provision is considered acceptable.

The Residential Design Guidance SPD (October 2016) requires that the vertical stacking of rooms between flats should as far as practical ensure that bedrooms do not overlap living rooms, kitchens and bathrooms on other floors. It is considered that with adequate sound insulation that the occupiers of 4 no. proposed flats would not suffer a material loss of amenity as a result of noise and disturbance.

Sound insulation between units should be incorporated into the scheme which should be in compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission). This is due to its relationship both horizontally and vertically to neighbouring residential units. The applicant should achieve the required sound insulation levels; this will be enforced by an appropriate condition attached to the decision.

Highways and parking

The site lies within PTAL 3 zone, which means that there is good public transport accessibility to and from the site. In line with requirements set out in Policy DM17 of the Barnet Local Plan, the required off-street car parking provision for this proposal is 5 spaces. This means that the proposed provision of 4x spaces is an under-provision of 1 space.

The applicant has provided the results of an on-street Car Parking Survey carried out on Thursday 10th and Friday 11th of February 2022. The results demonstrate that there is

currently an average of 66% existing on-street car parking stress. Therefore, the potential overspill is not expected to have a significantly detrimental impact on the surrounding public highway and highways officers raise no objection to the proposal on highways grounds.

The proposed refuse storage location is within 10m of the public footway at ground floor level and is therefore acceptable on highways grounds.

The applicant is proposing to make provision for 8x cycle parking spaces. Cycle parking needs to be provided in accordance with the requirement of the London Plan and details of storage will be secured by way of a condition.

Accessibility and Sustainability

In respect of carbon dioxide emission reduction, the proposed scheme should be designed to achieve CO2 reduction to comply with the requirements of Policy SI 2 of the London Plan 2021 and a condition is attached to ensure compliance with the Policy.

In terms of water consumption, a condition would be attached to any permission to require each unit to receive water through a water meter, and be constructed with water saving and efficiency measures to ensure a maximum of 105 litres of water is consumed per person per day, to ensure the proposal accords with Policy SI 5 of the London Plan (2021).

5.4 Response to Public Consultation

- o Parking provision inadequate
- o Safety of driving on site junction of Ravenscroft Avenue and Wentworth Road
- o Garage is impractical and will not be used for parking which will increase street parking

The plans have been amended from those originally received to include an increase to 4 spaces across the site. Further, the applicant has submitted a parking survey to demonstrate that there is capacity on street. The vehicular access to the side elevation onto Wentworth Road is proposed to be retained. Highways officers have reviewed the submitted details and raised no objections. No garage is proposed. The existing will be demolished.

- o Intensification of the site
- o Wentworth Road/Templars Avenue 'estate' consists primarily of family homes
- o Increased noise and disturbance from a change of use to four flats

As detailed within the main body of the report, Ravenscroft Avenue is mixed in character and there are a number of purpose built blocks of flats along the road, including Ravenscroft Court and Berkley Court. A number of the other properties along Ravenscroft Avenue have also been converted into or have gained permission for conversion into flats. The site has previously gained permission for conversion into 2no dwelling houses and the proposed development would result in an increased occupancy from this of 3 persons. This increase is not considered to cause harm and disturbance to occupiers which would warrant refusal of the application, as discussed above.

- o Excessive number of refuse bins would be unsightly
- o Adequate bin storage not provided

Refuse stores are indicated to the front hardstanding. Further details including bin provision, store and point of collection will be secured by way of a condition.

- o Overbearing on the street scene

The proposed replacement building is largely the same as the extant permissions on site and it was previously found that in terms of the ratio of built development to the plot size, the proposal does not result in an overdevelopment of the site.

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 is considered acceptable and therefore recommended for APPROVAL.

