

LOCATION: Land adjacent to Wade Court, Alexandra Road London, N10
2EX
REFERENCE: B/04000/14
WARD(S): Coppetts

Received: 24 July 2014
Accepted: 30 July 2014
Expiry: 29 October 2014

Final Revisions:

APPLICANT: Barnet Homes

PROPOSAL: Erection of new part 2 part 4 storey building to create 10 no. self-contained flats, including off-street parking spaces, refuse/recycling facilities and cycle stores.

RECOMMENDATION: Approve Subject to Conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: Design and Access Statement, Planning Statement, LBB-SMP 100, LBB-SMP 101 A, Parking survey by Richard Jackson, LBB-SMP 200 A, LBB-SMP 201, LBB-SMP 202 A, LBB-SMP 050, LBB-SMP 210, LBB-SMP 203 A, LBB-SMP 010, LBB-SMP (0) 9250, Topographical survey, Arboricultural Implications Assessment.
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 DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).
- 3 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.
- 5 Before the development hereby permitted is occupied the parking spaces/garages shown on Plan LBB SMP 050 shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.
Reason:
To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with policies DM17 of the Adopted Barnet Development Management Policies DPD (2012) and 6.1, 6.2 and 6.3 of the London Plan 2011.
- 7 Before this development is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and

highway(s) and any other changes proposed in the levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

- 9 Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

- 11 Before the development hereby permitted is brought into use or occupied the site shall be enclosed except at the permitted points of access in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with policies DM01, DM03, DM17 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

- 13 Before the development hereby permitted commences, 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 and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory

accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

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

Reason:

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

- 16 Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

- 17 Before the development hereby permitted is occupied, details of the sub-division of the amenity area(s) shall be submitted to and approved in writing by the Local Planning Authority, implemented and retained as such on site 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 Adopted Barnet Development Management Policies DPD (2012).

- 18 The property shall be used as self-contained units as shown on the hereby approved drawings under Class C3 (a) and no other purpose (including any other purpose in Class C3 or C4 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

- 19 A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

- 20 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.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 21 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 DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 22 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason:

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

- 23 The dwelling(s) shall achieve a Code Level 4 in accordance with the Code for Sustainable Homes Technical Guide (October 2008) (or such national measure of sustainability for house design that replaces that scheme) and achieve full Lifetime Homes credits. No dwelling shall be occupied until evidence that the Lifetime Homes credits have been achieved and a Final Code Certificate has been issued certifying that Code Level 4 has been achieved and this certificate has been submitted to and approved by the local planning authority.

Reason:

To ensure that the development is sustainable and complies with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007) and policies 5.2 and 5.3 of the London Plan (2011).

- 24 Prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity space shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as

approved prior to the first occupation of the development.

Reason:

To ensure that the development represents high quality design and to accord with policies CS7 of the Core Strategy and DM02 of the Development Management DPD and policy 3.6 of the London Plan 2011.

- 25 No development shall take place until a 'Demolition & Construction Method Statement' has been submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution. Throughout the construction period the detailed measures contained within the approved Statement shall be strictly adhered to.

Reason:

In the interests of highway safety and good air quality in accordance with Policy DM17 and DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.21 of the London Plan (2011).

- 26 Prior to occupation the approved development shall make provision for cycle parking in accordance with the submitted detail with the planning application. Such spaces shall be permanently retained thereafter.

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.

- 27 Before the development hereby permitted is occupied, a sustainability and energy statement shall be submitted and the development implemented in accordance with these details and permanently maintained thereafter.

Reason: To ensure that the development is compliant with policies 5.2 and 5.3 of the Mayor's London Plan.

- 28 Before the building hereby permitted is occupied the proposed upper floor window(s) in the north and south flank elevations facing Wade Court, and 116 Alexandra Road 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 Adopted Barnet Development Management Policies DPD (2012).

- 29 Only the proposed area marked as a roof terrace on plan LBB SMP 101 A shall be used as such and no other part of the roof above the second storey to the front of the building shall be used as a balcony or sitting out area at any time.

Reason: To safeguard the privacy and amenities of neighbouring occupiers in accordance with policy DM01 of the Adopted Barnet Development Management Policies 2012.

INFORMATIVE(S):

- 2 i) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.
- ii) In this case, formal pre-application advice was sought prior to submission of the application.
- 4 If the development is carried out it will be necessary for a crossover to be formed on the footway by the Highway Authority at the applicant's expense and you may obtain an estimate for this work from the Highways Group, Building 4, North London Business Park, London, N11 1NP (telephone 020 8359 3018).
- 6 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.

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 £27,545 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 £106,245 payment under Barnet CIL.

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 Community Infrastructure Levy 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.

Relief or Exemption from CIL

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity

If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extension

You can apply for exemption or relief to the collecting authority in

accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build

Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Visit:

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

8 In complying with the contaminated land condition parts 1 and 2:

Reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents;
- 2) Planning Policy Statement 23 (PPS 23) - England (2004);
- 3) BS10175:2001 Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

10 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 Council of 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 email:

street.naming@barnet.gov.uk or by telephoning: 0208 359 7294.

12 Any highway approval as part of the planning process for the alteration to the existing crossovers or new crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for crossover under Highways Act 1980. Removal or relocation of any existing street furniture or alteration to road markings or

Controlled Parking Bays would be subject to public consultations and would be done at the applicant's expense, under a rechargeable works agreement, by the Council's term contractor for Highway Works.

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 as part of the crossover application. The outcome of this assessment cannot be prejudged. Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP

Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.

Any public or private rights of ways that are likely to be affected by the works may require to be stopped up to facilitate the development and shall be submitted to and agreed with the Local Planning Authority under 247 TCPA.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

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 published on 27 March 2012. 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 July 2011

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 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

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

The Mayor's Housing Supplementary Planning Guidance (November 2012) provides guidance on how to implement the housing policies in the London Plan.

The following policies are particularly relevant:

- Policy 3.3 – Increasing Housing Supply
- Policy 3.4 – Optimising Housing Potential
- Policy 3.5 – Quality and Design of Housing Developments
- Policy 3.8 – Housing Choice
- Policy 3.9 – Mixed and Balanced Communities
- Policy 5.2 – Minimising carbon dioxide emissions
- Policy 5.3 – Sustainable design and construction
- Policy 6.12 – Road network capacity
- Policy 7.1 – Building London's Neighbourhoods and Communities
- Policy 7.2 – An Inclusive Environment
- Policy 7.3 – Designing Out Crime
- Policy 7.4 – Local Character
- Policy 7.6 – Architecture

Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Both DPDs were adopted on 11 September 2012.

Relevant Core Strategy DPD (2012): Policies CS NPPF, CS1, CS5.

Relevant Development Management DPD (2012): Policies DM01, DM02, DM03, DM04, DM08, DM10, DM17

Supplementary Planning Documents and Guidance

The Council adopted a Supplementary Planning Document (SPD) "Sustainable Design and Construction", following public consultation. This SPD provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

The Council is currently consulting on the following two supporting planning documents to implement the Core Strategy and Development Management Policies DPDs. These are now material considerations. The Residential Design Guidance SPD and Sustainable Design and Construction SPD are now material considerations.

Relevant Planning History:

Site Address: 1-6, 10-15 & 19-24 Nicoll Court, Sydney Road, London, N10 2RW
Application Number: B/02930/09
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 08/10/2009
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Replacement windows with new upvc windows.**
Case Officer: Mary Kearns

Site Address: 116 ALEXANDRA ROAD N10
Application Number: C04418
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 13/06/1973
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Erection of single-storey rear extension.**
Case Officer:

Site Address: 116 Alexandra Road London N10 2EX
Application Number: N14448B/07
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 11/06/2007
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Conversion of garage into habitable room including side extension and associated external alterations with first floor side extension above.**
Case Officer: Martin Westwood

Site Address: 116 Alexandra Road London N10 2EX
Application Number: N14448A/05
Application Type: Full Application
Decision: Refuse
Decision Date: 16/06/2005
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Single storey rear extension. Conversion of property into two self-contained flats.**
Case Officer:

Site Address: 116 Alexandra Road London N10 2EX
Application Number: N14448/04
Application Type: Full Application
Decision: Withdrawn

Decision Date: 13/01/2005
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Single storey rear extension, first floor side extension. Conversion of property from single dwelling house to 2 self-contained flats. Single storey building in rear garden to provide self-contained unit.**

Case Officer:

Site Address: 1-6, 10-15 and 19-24 Nicoll Court, Sydney Road, London, N10 2RW
Application Number: B/03130/10
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 23/09/2010
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Removal of existing front doors and screens and replacement with GRP doors in white PVCu frames.**
Case Officer: Mary Kearns

Consultations and Views Expressed:

Neighbours Consulted: 246 Replies: 3
Neighbours Wishing To Speak 0

3 objections were received.

The objections raised may be summarised as follows:

- Loss of sunlight and daylight
- Level of consultation inadequate
- The developers should use a contractor who is part of the Considerate Contractors Scheme.
- The proposals result in loss of parking spaces and increase demand. Where will residents of Wade Court park their cars?

Internal /Other Consultations:

- Environmental Health - Comments will be reported in addendum
- Traffic & Development - Comments will be reported in addendum

Date of Site Notice: 07 August 2014

2. PLANNING APPRAISAL

Site Description and Surroundings:

The site property is land adjacent to Wade Court. The site is currently occupied by parking spaces.

The surrounding area is residential in character, with Wade Court, a four storey block of flats to the south. To the north are two storey semi-detached houses on Alexandra Road. To the west are three storey blocks of flats on Sydney Road with pitched roofs.

Proposal:

The proposals are for the erection of new part 2 part 4 storey building to create 10 no. self-contained flats, including off-street parking spaces, refuse/recycling facilities and cycle stores.

The proposals would comprise of a single block of flats, two stories on the north side closest to no.116 Alexandra Road; increasing to the south side to three and four stories on the south side nearest Wade Court.

The proposed building would be 11.8m high, and 20.5m wide at its maximum. The height would drop to 6.5m on the two storey element. The building would have a flat roof and be L shaped in layout. It would be 19.2m deep on the side nearest Wade Court. On the side nearest 116 Alexandra Road this would project 1.4m further forward but 12m less deep, a total depth of 8.5m. The proposed building would be constructed in red multi brick with recessed window features.

Further to discussions with the case officer, amendments have been made, namely:

- Reduction by brick dimension of 4.275m to the top floor
- Reduction of top floor unit from 2 bedroom to 1 bedroom flat
- 10 units overall (7 x 1 bedroom, 3 x 2 bedroom)
- New arrangement includes incorporating some of the top floor core lobby into the new 1 Bed unit.
- Addition of balcony to front of building at third floor onto part of roof terrace.

Planning Considerations:

The proposals for part of the Barnet Homes Affordable Homes Scheme which involves a number of schemes for new affordable housing around the borough. The proposals would provide 100% affordable housing and would add additional dwelling units to housing stock available within the borough. The provision of additional housing units within the borough is a material consideration.

The item has been referred to Planning Committee given that the applicant is Barnet Homes.

The main issues are considered to be:

- Whether the proposals would harm the character and appearance of the streetscene and general locality
- Whether the proposals would harm neighbouring amenity
- Whether the proposals would harm highway and pedestrian safety

Whether the proposals would harm the character and appearance of the streetscene

and general locality

The surrounding area is mixed in terms of building sizes and designs and the proposals have been designed in a way to pay sufficient regard to this. The proposed building has been set back on the side nearest Wade Court at the top storey in order to ensure a more acceptable relationship to this building, given its prominence within the street. This would achieve an acceptable visual transition and prevent it from appearing overly dominant. Wade Court is a four storey flat roofed building. The proposed building would be somewhat higher than the existing building and set approximately 1.5m forward as amended. It is considered that this can be accommodated within the streetscene without harm being caused.

On the side nearest no.116 Alexandra Road the building would be set down to two storeys so that it is of similar scale to the neighbouring building.

The building is considered to relate acceptably to the buildings to the rear at Nichol Court and on Sydney Road. The proposals would maintain adequate visual gap. There would also be opportunity to provide green amenity space and soften some parts of the site currently in use as hardstanding. The proposed design features traditional materials such as red multi-brick and contrasting tiles/bricks on the recessed areas.

It is considered that the proposals would not have a materially harmful impact on the character and appearance of the streetscene and general locality.

In summary, it is considered that the size, scale, siting and design of the building and layout of the scheme proposed are such that they would adequately respect the character of the surrounding area. The scheme would make effective and efficient use of previously developed land. The overall design quality of the development responds to the site context. The proposal is therefore considered to comply with the relevant design policies set out above.

Whether the proposals would harm neighbouring and future occupier's amenity

Light/Outlook

The proposed part three and part four storey building would be sited alongside the neighbouring building at Wade Court. It is not considered that it would cause harmful loss of outlook or light as perceived from the front windows at Wade Court. The proposed building would extend some 6m forward of Wade Court at ground, first and second floor levels and 1.75m at third floor, a distance of 5.7m away. To the rear it would extend 4m beyond, a distance of 5.7m away. Taking into account that the building is sited to the north of Wade Court it is not anticipated that there would be a harmful loss of light to neighbouring occupiers.

The building reduces to two storeys in height on the side nearest no.116 Alexandra Road. The building would extend some 1.8m rearwards of no.116 some 5.5m from the boundary with this property. The property at no.116 is located to the north of the site. Given the distance away it is not considered that there would be harmful loss of daylight or outlook.

Given the distance from no.251 and 253 Alexandra Road opposite, it is not considered that there would be harmful loss of daylight or sunlight to the occupiers of these properties, or any harmful visual impact.

Overlooking

Whilst the building would in part fail to meet the 21m overlooking standard to the building to the rear (Nichol Court), this part of the building serves a storage area. All habitable rooms would be sited over 21m away. Windows to the side of the building would need to be obscure glazed to prevent any overlooking.

Furthermore, given the distance of flank windows on the upper stories from the boundary to the north with 116 Alexandra Road, it is not considered that overlooking of the rear garden of this property would result. These windows are capable of being obscure glazed in any event given that they serve landings/ are secondary windows to habitable rooms.

It is not considered that there would be overlooking of properties opposite on Alexandra Road.

Visual Impact

It is noted that the proposals would infill a visual gap that is currently present from the rear of houses on Sydney Road. However, given the distance of the building (over 21m) it is not considered that any visual impact would be harmful.

It is not considered that the proposed building would appear unduly overbearing as viewed from neighbouring residential properties, including the rear gardens of Wade Court, 116 Alexandra Road, houses on Sydney Road or the rear windows of Nichol Court.

Future Amenities

Approximately 165 square metres of amenity space would be provided to the rear of the site. Approximately 82 square metres of balcony are also provided. This would be a total of 247 square metres of amenity space for the development.

The supplementary planning document on Sustainable Design and Construction states that 5 square metres of amenity space should be provided in new development. In the case of the development this would be 175 square metres. The SPD states that:

'For flats, options include provision communally around buildings or on roof or balconies.....In calculating amenity space the following areas will not be counted : shared surfaces, driveways, vehicle parking areas or hard standing, cycle storage areas (dirty storage) footpaths, servicing areas and refuse storage areas. In addition outdoor amenity space which does not have a reasonable level of privacy will not be considered to be usable....Where balconies are provided as part of outdoor amenity space they should provide privacy from neighbouring properties.'

Balconies are provided to the rear of the property. An internal screened wall would be provided which would prevent overlooking to neighbouring properties.

All units would comply with the internal space standards within the Mayor's London Plan.

The scheme is found to be compliant with development plan policy as it relates to the amenities of the future occupiers of the dwellings proposed and the design approach is considered, for the reasons outlined above, to provide future occupiers with acceptable amenities.

Whether the proposals would harm highway and pedestrian safety

The proposals would result in the loss of parking spaces. The applicant has provided a parking survey in order to try to address concerns relating to loss of parking spaces. It is understood that the existing spaces are not allocated.

In accordance with policy DM17, between 7 and 12 parking spaces would need to be provided for the new development.

The parking survey suggests that the existing car park is occupied by 12-17 spaces over the period measures. The proposals would include a 27 space car park which would provide 27 spaces in total. On the basis that up to 17 spaces are currently occupied, this provides 10 spaces for the new flats which is compliant with policy. Furthermore, the surrounding roads are not subject to any sort of parking restrictions. There is therefore some capacity for surrounding roads to support parking to a limited extent.

It is not considered that the proposals would result in materially increased parking pressures locally that would result in a harmful impact on highway and pedestrian safety.

Sustainability Issues

The proposals would be required as a major application to meet level 4 of the Code for Sustainable Homes, as well as achieving a reduction of 40% in the Target Emission Rate.

Refuse storage would be sited within an internal refuse storage area fronting Alexandra Road.

3. COMMENTS ON GROUNDS OF OBJECTIONS

Loss of sunlight and daylight - *Addressed in main report*

Level of consultation inadequate - *The residents in question have been sent a consultation letter. The objection relates to the number of letters received by each resident.*

The developers should use a contractor who is part of the Considerate Contractors Scheme. - *This is suggested to the applicant*

The proposals result in loss of parking spaces and increase demand. Where will residents of Wade Court park their cars? - *Addressed in main report*

4. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

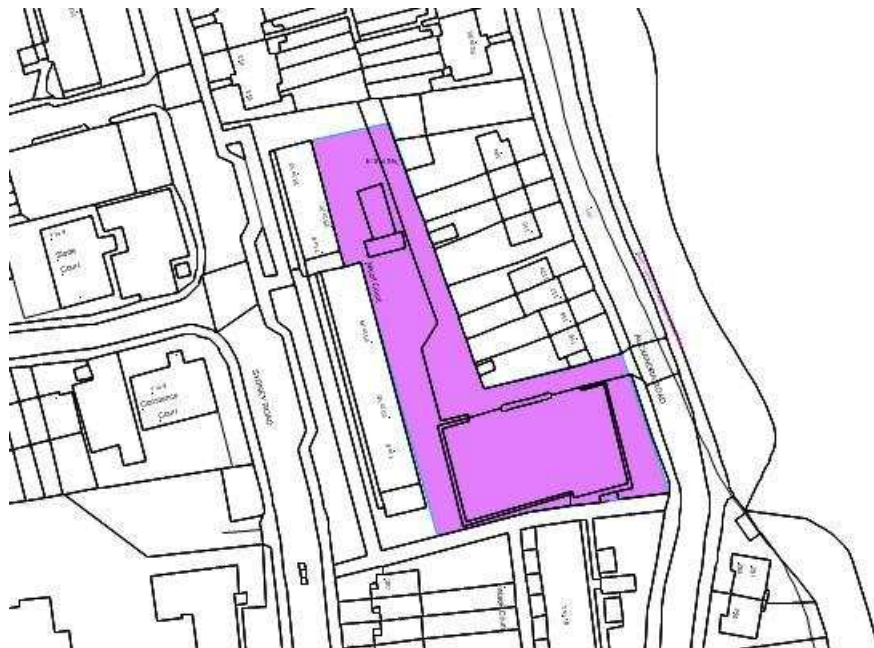
5. CONCLUSION

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal.

The application is recommended for **APPROVAL**.

SITE LOCATION PLAN: Land adjacent to Wade Court, Alexandra Road
London, N10 2EX

REFERENCE: B/04000/14



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