

**Location**                                **23-25 Woodstock Road London NW11 8ES**

**Reference:**                                **15/02695/FUL**                                Received: 30th April 2015

Accepted: 13th May 2015

Ward:                                        Childs Hill                                        Expiry 8th July 2015

Noble House Ventures Ltd.

Applicant:                                C/O Agent - Boyer Planning Ltd  
24 Southwark Bridge Road  
London  
SE1 9HF  
United Kingdom

Proposal:                                Demolition of existing two storey building and erection of 1 no. three storey building, plus basement and loft conversion to facilitate 7 no. self-contained flats, including associated access, hard/soft landscaping, refuse facilities and 4 no. off street parking spaces.

**Recommendation:** Approve subject to s106

#### RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;

#### 3. RECOMMENDATION III:

That if an agreement has not been completed by 28/09/2015, that unless otherwise agreed in writing, the Director of Development Management and Building Control should REFUSE the application 15/02695/FUL under delegated powers for the following reasons:

1. The development would require a section 106 agreement and no formal undertaking is given to the Council, as a result the proposed development would, by reason of the developer not meeting the costs of amending the traffic order contrary to DM17 of the Local Plan Development Management Policies (Adopted) 2012; and contrary to Policies CS9 of the Local Plan Core Strategy (Adopted) 2012.

#### RECOMMENDATION II:

That upon completion of the agreement the Assistant Director of Development Management and Building Control approve the planning application under delegated powers subject to the following conditions:

1 The development hereby permitted shall be carried out in accordance with the following approved plans: Site plan; SV01; SV02; SV03; SV04; SV05; SV06; SV07; SV08; SV09; SS01; S.01A; SS.02A; GA.01C; GA.02C; GA.03C; GA.04C; GA.05C; GA.06B; GA.09C; GA.09C; GA.10C; GA.11C.

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 Prior to occupation the approved development shall make provision of cycle parking and cycle storage facilities in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority. 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.

4 Before the development hereby permitted is occupied, existing parking spaces shall be retained for the use of the proposed development as per the information submitted with the planning application and that area shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development.

Reason: To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

5 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.

6 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.

7 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).

8 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).

9 Before the development hereby permitted commences on site, details of all extraction and ventilation equipment shall be submitted to and approved by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

10 The level of noise emitted from the plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at

least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

11 Before development commences, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development of the ventilation/extraction plant. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

12 Prior to the 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 policy DM02 and DM04 of the Adopted Barnet Development Management Policies DPD (2012).

13 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. A vibration monitor shall be installed on site in accordance with details to be agreed with the Local Planning Authority to ensure compliance with British Construction Guideline standards.

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).

14 With the exception of areas marked as terraces on the approved plans listed in condition 1, the flat roof areas of the building hereby permitted shall only be used in connection with the repair and maintenance of the buildings 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 Adopted Barnet Development Management Policies DPD (2012).

15 Before the development hereby permitted is occupied, the outdoor amenity areas shall be implemented as indicated on plan S01A 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).

16 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.

17 Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason:

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community

18 No impact 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. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

19 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced.

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 April 2013) and 7.21 of the London Plan 2011.

20 Prior to the first occupation of the new dwellinghouses (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 so that mains water consumption would meet a standard of 105 litres per head per day or less. The development shall be maintained as such in perpetuity thereafter.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and policy 5.15 of the London Plan (2015).

21 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 40% 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 policies 5.2 and 5.3 of the London Plan (2015).

RECOMMENDATION III:

## Informative(s):

- 1 In accordance with paragraphs 186 and 187 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. A pre-application advice service is also offered. 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](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 £20055.00 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 £77,355.00 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).

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](http://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 at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6314/19021101.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf)

2. Residential Annexes or Extensions: 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](http://legislation.gov.uk)

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

3 In case if any modification is proposed or required to the existing access off the public highway then it will be subject to a detailed investigation by the Crossover Team in Development Regulatory Services. Heavy duty access may need to be provided to cater for a heavy duty use and may involve relocation of any existing street furniture. This would need to be done by the Highway Authority at the applicant's expense. You may obtain an estimate for this and any associated work on public highway from DRS, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

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/Tree Section 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, DRS, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP

The applicant is advised that any consequential damage to public highway as a result of the construction of the new proposed development will be reinstated under S130 of the Highways Act at the applicant's expense. The applicant is advised to carryout photographic survey of the public highway before commencing any development work in the vicinity of the development.

- 4 Any details submitted in respect of the Demolition Construction and Traffic Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and 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.

## **Officer's Assessment**

### **1. Site Description**

23/25 Woodstock Road is a pair of semi detached properties located on the south side of Woodstock Road equidistant between the junctions with Armitage Road and Hodford Road. The property has been converted into six flats. The front garden of the property has been hardsurfaced and provides off street parking for approx 4 cars serviced by a dropped kerb. An all-day CPZ operates in the street. Levels rise from the back edge of the footpath so that the front door is elevated above the street. The surrounding area is predominantly residential although within close proximity of Golders Green Town Centre. The street is characterised by a mix of original houses; in-fill developments including purpose built blocks of flats. Property's are predominantly two storey although the majority of properties on this side of the road have had their roofs converted to accommodation through the use of front/ side and rear dormers.

The site has a PTAL (public transport accessibility level rating) of 6a.

### **2. Site History**

Site Address: 23 Woodstock Road NW11

Application Number: C08279

Application Type: Full Application

Decision: Refuse

Decision Date: 23/11/1983

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Conversion to three self-contained flats, two storey side extension, part single, part two storey rear extension, front side and rear dormer windows.

Case Officer:

Site Address: 23 Woodstock Road NW11

Application Number: C08279A

Application Type: Full Application

Decision: Approve with conditions

Decision Date: 08/08/1984

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Two storey front extension, basement and ground floor rear extension, dormer window and alterations, dustbin enclosure and two parking spaces and conversion to three self contained flats.

Case Officer:

Site Address: 23-25 Woodstock Road LONDON NW11

Application Number: C08279B

Application Type: Full Application

Decision: Refuse

Decision Date: 20/04/1988

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Continued use as guest house, single storey rear extensions, two storey side extensions, and eight off-street parking spaces  
Case Officer:

Site Address:23 & 25 Woodstock Road LONDON NW11

Application Number: C08279C

Application Type: Full Application

Decision: Refuse

Decision Date: 16/11/1988

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Continued use as guest house, single storey rear extension to 25, two storey side extensions to 23 and 25and seven parking spaces

Case Officer:

Site Address:23-25 Woodstock Road LONDON NW11

Application Number: C08279D

Application Type: Full Application

Decision: Approve with conditions

Decision Date: 27/11/1990

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Residential development incorporating six flats on four floors with basement level swimming pool and car parking for 8 cars and new vehicular access.

Case Officer:

Site Address:23-25 Woodstock Road LONDON NW11

Application Number: C08279E

Application Type: Full Application

Decision: Approve with conditions

Decision Date: 16/04/1991

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Residential development incorporating 6 flats on four floors with basement level swimming pool and car parking for 8 cars. New vehicular access.

Case Officer:

Site Address:23-25 WOODSTOCK ROAD GOLDERS GREEN LONDON NW11

Application Number: C08279G/99

Application Type: Full Application

Decision: Approve with conditions

Decision Date: 31/05/2000

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Ground and first floor side and rear extensions, loft conversion incorporating dormer windows to front, sides and rear to create five residential units.

Case Officer: Clive Townsend

Site Address:23-25 Woodstock Road, London, NW11 8ES

Application Number: F/00683/14

Application Type: Full Application

Decision: Refuse

Decision Date: 04/09/2014

Appeal Decision: No Appeal Decision Applies  
Appeal Decision Date: No Appeal Decision Date exists  
Proposal: Demolition of the existing buildings, and the erection of 1no. three storey building, plus basement and rooms in roof-space to facilitate 9 no. self-contained flats, including associated access, hard/soft landscaping, refuse facilities and 4no. off street parking spaces.  
Case Officer: Jo Dowling

Site Address: 23/25A WOODSTOCK ROAD, LONDON, NW11 8ES  
Application Number: 00888/08  
Application Type: Section 191  
Decision: Lawful Development  
Decision Date: 14/08/2008  
Appeal Decision: No Appeal Decision Applies  
Appeal Decision Date: No Appeal Decision Date exists  
Proposal: Retention of use of ground floor as two self-contained flats.  
Case Officer: Alissa Fawcett

### **3. Proposal**

The application relates to the demolition of existing two storey building and erection of 1 no. three storey building, plus basement and loft conversion to facilitate 7 no. self-contained flats, including associated access, hard/soft landscaping, refuse facilities and 4 no. off street parking spaces.

### **4. Public Consultation**

Consultation letters were sent to 62 neighbouring properties.  
8 responses have been received, comprising 8 letters of objection, 0 letters of support and 0 letters of comment.

The objections received can be summarised as follows:

- Overdevelopment.
- Little parking, additional pressure on parking on street.
- Aggressive short term letting
- Low water pressure
- Constant construction site for last 2-3 years on the street.
- Change to landscape
- No need to demolish existing building - one of nicest buildings on street.
- Street is full of commercial signs that need to be removed.
- Too big
- Too commercial
- Pressure on local services

### **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 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 2015

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

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

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

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

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

The Council's approach to development as set out in Policy DM01 is to minimise the impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

#### Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted April 2013)

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

### **5.2 Main issues for consideration**

The main issues for consideration in this case are:

- Whether 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.

### **5.3 Assessment of proposals**

It should be noted that a previous application at the site was granted planning permission at committee for 'the demolition of the existing building and the erection of 1no. three storey building, plus basement and rooms in roof-space to facilitate 8 no. self-contained units, including associated access, hard/soft landscaping, refuse facilities and 4no. off street parking spaces.'

The principle of flatted development has been established as acceptable.

The current application now proposes the following changes to the previously approved scheme:

Enlarged basement to provide a bigger plant room and individual storage rooms.

Increased depth of ground floor rear projection.

Increased depth of first floor.

Number of units reduced from 8 to 7 self contained flats.

The increased depth of the ground and first floor is considered to be acceptable and would not result in harm to the neighbouring occupiers at 21 or 27 Woodstock Road. At ground floor the proposal will project an additional 0.7m from that previously approved under 14/07300/FUL.

At first floor level the extension will project an additional 0.8, this will in turn reduce the depth of the proposed balcony previously approved.

The additional size of the ground and first floor projections are considered to be acceptable and would not result in an unduly bulky form of development and would not result in harm to the amenities of the neighbouring occupiers.

The proposed basement will occupy the full extent of the building above. It should be noted that whilst there is habitable accommodation within the basement these are secondary rooms, with the flats split between ground and basement level. This arrangement over two levels ensures that the future occupiers of the flats have adequate access to light and outlook and are not reliant only on the lightwells for access to amenity provision.

The reduction in the number of units by removing 1 unit from the previously approved scheme is considered to be acceptable and will provide larger units in conjunction with the extensions to the property. Each unit will have adequate light, outlook and ventilation through appropriate design of the internal layout. The units will comply with the relevant London Plan space standards.

In regards to amenity space the basement/ground floor flats would have the benefit of their own private amenity space immediately adjacent to the rear elevation to ensure adequate levels of privacy for these flats to prevent overlooking from the use of the communal area of garden space. The first floor units would have a rear balcony and the remainder of the rear garden would provide a communal garden for the remaining units which would be accessed via the side passage. This is as per the previously approved scheme.

Traffic and highways

4 parking spaces are being retained. The proposed development will need to provide parking spaces in the range of 7 to 10.5 parking spaces to meet the parking standards as set out in the Development Management Policies of the Barnet Local Plan approved in 2012.

Our site observation has shown that the demand for parking on roads in the vicinity of the proposed development is high. The proposed 4 parking spaces falls short of the parking provision required to meet the parking standards.

To ensure that there is no detrimental impact on public highway as a result of the proposed development, the applicant would be required to enter into a Section 106 Agreement to prevent occupants of the proposed development from purchasing resident's car parking permits.

A contribution of £2000 would be required towards a cost of amending a traffic order to prevent the residents occupying the proposed development from applying for parking permits.

Also the site is located in a Town Centre location close to local amenities and public transport with PTAL Score of 6a and the site is within an All Day Control Parking Zone (CPZ).

One space would need to be identified for disabled parking.

The access to the parking spaces is to remain as per the existing

#### **5.4 Response to Public Consultation**

- Woodstock Road is a mix of housing and flats and therefore the proposal is considered to reflect the character of the road.
- The property itself is not of any particular architectural merit to warrant its retention. The demolition of the property has already been accepted in the previous scheme.
- The impact on water pressure and other services is not a material planning consideration.
- If Members are minded to approve the application a condition is recommended that would restrict the hours of working and manage the construction so as to minimize the impact on adjoining properties.
- 4 parking spaces are proposed in addition a Section 106 agreement is recommended to amend the traffic order to exempt future residents from purchasing parking permits on this basis Highways Officers do not object to the proposal. The current application seeks to reduce the number of units and as such will not have any further impact than the previously approved scheme.

#### **6. Equality and Diversity Issues**

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

#### **7. Conclusion**

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



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