

Location **55 Woodstock Road London NW11 8QD**

Reference: **18/1354/FUL** Received: 2nd March 2018
Accepted: 3rd April 2018

Ward: Childs Hill Expiry 3rd July 2018

Applicant: Ms F DOLBY

Proposal: Demolition of existing building and erection of a three storey building with basement level and rooms in the roofspace to provide 10no self-contained flats. Associated cycle storage, parking, amenity space, refuse and recycling

Recommendation: Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning 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 Chairman (or in his absence the Vice- Chairman) 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;

Location Plan

Existing Ground Floor Plan Drawing No 01

Existing First Floor Plan Drawing No 02

Existing Loft Floor Drawing No 03

Existing Roof Plan Drawing No 04

Existing Front Elevation Drawing No 05

Existing Rear Elevation Drawing No 06

Existing Side Elevation Drawing No 07

Existing Section Drawing No 08

Existing Block Plan Drawing No 09

(All received 2nd March 2018)

Proposed Front Elevation Drawing No 16 A

Proposed Rear Elevation Drawing No 17 A

Proposed Side Elevation Drawing No 18 B

Proposed Side Elevation Drawing No 19 A

Proposed Section Drawing No 20 A

Proposed Floor Plans Drawing No 21 A

Proposed Ground Floor Drawing No 10 A

Proposed Basement Plan Drawing No 11 A

Proposed First Floor Drawing No 12 A
Proposed Second Floor Drawing No 13 A
Proposed Third Floor Drawing No 14 A
Proposed Roof Plan Drawing No 15 A
Proposed Block Plan Drawing No 22 A
(All received 22 August 2018)

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 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

- 4 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

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

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 CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

- 5 a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction

Management and Logistics Plan submitted shall include, but not be limited to, the following:

- 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.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

6 a) No development other than demolition works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings has been submitted to and approved in writing by the Local Planning Authority. The report shall 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 content and recommendations

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

7 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 October 2016) and 7.21 of the London Plan 2016.

8 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.

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

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 Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

9 a) Before the development hereby permitted is first occupied, details of the subdivision 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).

10 a) Before the development hereby permitted is first occupied, details of privacy screens to be installed shall be submitted to and approved in writing by the Local Planning Authority.

b) The screens shall be installed 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), the Residential Design Guidance SPD (adopted April 2013) and the Sustainable Design and Construction SPD (adopted April 2013).

- 11 The property shall be used as self-contained units as shown in 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.

- 12 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 pm 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 Development Management Policies DPD (adopted September 2012).

- 13 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouses (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future) and 10% constructed to meet and achieve all the relevant criteria of Part M4(3) of the abovementioned regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 14 a) Before the development hereby permitted is first occupied or the use first commences, parking spaces, cycle parking and turning spaces as shown on Drawing 11A shall be provided and marked out within the site.

b) The parking spaces shall be used only in accordance with the scheme approved as part of this condition and not be used for any purpose other than the parking and turning of vehicles in connection with the approved development.

Reason: To ensure that parking and associated works are provided in accordance with the council's standards in the interests of pedestrian and highway safety and the free flow of traffic in accordance with Policy DM17 of the Development

Management Policies DPD (adopted September 2012) and Policies 6.1, 6.2 and 6.3 of the London Plan 2015.

- 15 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 16 Before the building hereby permitted is first occupied the proposed rooflights in both flank elevations and the first and second floor windows facing 53 Woodstock 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 Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted April 2013).

- 17 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) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 18 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 15% 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.

- 19 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.

- 20 The development hereby approved shall not commence until a surface water drainage strategy for the site has been submitted to and approved in writing by the local planning authority. All planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development - must use Sustainable Drainage Systems (SUDS) for the management of surface water runoff, unless demonstrated to be inappropriate.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted 2016), Policies 5.13 and 5.14 of the London Plan 2016 and Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems).

- 21 Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) 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 (Preliminary Risk Assessment) 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

d) 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 Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2015.

22 a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include provision for active and passive Electric Vehicle Charging facilities in accordance with London Plan standards.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan 2016.

23 a) No development other than demolition works shall take place until details of all extraction and ventilation equipment to be installed as part of the development, including a technical report have been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. The report shall 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 content and recommendations.

b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced 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 Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

24 The level of noise emitted from any plant 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 Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

- 25 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall 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 content and recommendations.

- b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2015.

- 26 a) Before development commences, a scheme of proposed air pollution mitigation measures shall be submitted to and approved in writing by the Local Planning Authority.

- b) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and Policy 5.3 of the London Plan 2015.

Informative(s):

- 1 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.

- 2 Damage to public highway as a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk 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.

- 3 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.
- 4 The costs of any associated works to public highway, including reinstatement works, will be borne by the applicants and may require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.

- 5 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 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 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.

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 at 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

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

- 6 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.

- 7 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 (including CLR11 'Model Procedures for the Management of Land Contamination');
 - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
 - 3) BS10175:2011 - 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;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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.

- 8 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

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.

- 9 The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of

lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance: Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007).

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 The applicant is advised to ensure that the development meets the Secured by Design Accreditation as per SbD Homes 2016.
- 11 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Officer's Assessment

1. Site Description

The application site consists of a substantial and attractive two storey dwelling house on the southern side of Woodstock Road. The existing property is a detached brick building with dormer windows to all elevations and prominent chimney stacks. A substantial brick boundary treatment surrounds the site. It is considered that the existing building makes a positive contribution to the character and appearance of the streetscene. However, it is not subject to any specific heritage asset designations. The site is not located in a conservation area and is not a locally listed building.

The site is located in a residential area, although it is located within close walking distance of both Golders Green town centre and the underground station. Most buildings are two storey dwellings although many of these have accommodation in the roof space. Directly opposite the site is a large development of two 3 storey blocks of flats on the Woodstock Road frontage and a similarly large block to the rear.

As set out in the planning history below, there are two sites which have been given planning permission for similar works. These include 47 - 49 Woodstock Road which was allowed on appeal in 2015 but has not been implemented and 23 - 25 Woodstock Road which was granted planning permission in 2015, where construction has begun for the provision of 7 self-contained flats.

The site is located very close to Golders Green underground station which also functions as a significant local public transport interchange and with the added benefit of being a stopping point for National Express coaches. This is reflected in the PTAL rating of 5.

2. Site History

Reference: 17/3801/FUL

Address: 55 Woodstock Road, London, NW11 8QD

Decision: Refused

Decision Date: 11 October 2017

Description: Demolition of existing building and erection of a three storey building plus basement level to provide 13no self-contained flats. Associated cycle storage, parking, amenity space, refuse and recycling

Reasons for Refusal

1. The proposals do not make any provision towards affordable housing within the Borough, and insufficient information has been provided to justify that the scheme could not viably make provision to affordable housing. The failure to provide any affordable housing provision on site would be to policies 3.8, 3.9, 3.10 and 3.11 of the London Plan (2016) and policy DM10 of the Barnet Development Management Policies Document (2012).

2. The proposal fails to provide an adequate level of light, outlook and privacy for habitable rooms which would result in an unacceptably poor level of amenity for future occupiers of proposed units and would have a detrimental impact to the residential amenities of future occupiers. For these reasons the proposal is contrary to policies CS1 and CS5 of Barnet's Adopted Core Strategy (2012), policies DM01 and DM02 of the

Adopted Development Management Policies DPD (2012) and the Council's Sustainable Design and Construction SPD (2016).

3. The proposed development would provide a form of development that would appear obtrusive and detract from the character and appearance of the streetscene and general locality, failing to integrate well within the local townscape or achieve a high quality of design, contrary to policies CS1 and CS5 of Barnet's Adopted Core Strategy (2012), policy DM01 of the Adopted Development Management Policies DPD (2012) and the Adopted Residential Design Guidance SPD (2016).2017

Reference: 16/2023/PNH

Address: 55 Woodstock Road, London, NW11 8QD

Decision: Prior Approval Required and Refused

Decision Date: 1 April 2016

Description: Single storey rear extension with a proposed depth of 8 metres from original rear wall, eaves height of 3 metres and maximum height of 3 metres

Reference: 16/2609/PNH

Address: 55 Woodstock Road, London, NW11 8QD

Decision: Prior Approval Not Required

Decision Date: 20 May 2016

Description: Single storey rear extension with a proposed depth of 8-metres from original rear wall, eaves height of 3 metres and maximum height of 3 metres

Reference: C03504B/01

Address: 55 Woodstock Road, London, NW11 8QD

Decision: Approved subject to conditions

Decision Date: 23 January 2002

Description: Addition of a single storey conservatory to rear of existing house.

Relevant local applications

Reference: 15/02695/FUL

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

Decision: Approved subject to conditions

Decision Date: 08 October 2015

Description: 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.

Reference: F/06062/13

Address: 47-49 Woodstock Road, London, NW11 8QD

Decision: Refused - subsequent appeal allowed.

Decision Date: 30 July 2014

Description: Demolition of existing pair of semi-detached houses and erection of 1No. 4 storey building plus double storey basement and including rooms in roof space, to accommodate no.9 self contained flats and no.17 underground parking spaces, storage, waste storage facilities and associated landscaping.

The application was refused on the basis of an overturn at Committee by Members who objected to the principle of a car lift being provided to serve as the access to and from the street and the basement parking.

3. Proposal

The application relates to the demolition of the existing building and erection of a three storey building with basement level and rooms in the roofspace to provide 10no self-contained flats. The proposal includes associated cycle storage, parking, amenity space, refuse and recycling.

As detailed above this is a revised scheme following the refusal of consent for a 13 unit proposal in 2017. The application was refused on character, amenity and affordable housing concerns.

As well as the reduction in the number of units other key changes include a reduction in the bulk of the roof. The height of the structure would be 11.2m. The building would have a total depth of approximately 19.5m. The overall design concept does not significantly alter. Once again the proposed development consists of a modern building following traditional building form, forward facing gable ends, though this time centrally located, and dormers at eaves level on the front elevation. The roof would have a half hip and crown top finish. The proposed development would be primarily constructed from brick with stone lintels. At the rear the application proposes a three storey stepped projection with terrace areas providing private areas of amenity space.

The scheme proposes to develop 10 self-contained units comprising 6x 3 bedroom units, 3 x 2 bedroom units and 1 x 1 bedroom units.

At basement and ground level there would be 4 duplex flats. The basement rooms are served by lightwells to the front and rear. Flats 3 and 4 would have access to a private terrace at basement level and garden at ground floor. Flat 2 has access to a private garden to the side of the property. A communal garden area of 321sq.m would be provided. All floors would be accessible by lift.

A basement car park for 13 spaces would be provided via an access ramp alongside 57 Woodstock Road. The car parking area has been indicated as providing spaces for two disabled drivers. Refuse storage is indicated to be provided to the front of the site at the ground floor level. Cycle storage would be within the basement.

The proposal has involved continued modification since submission with amended plans displaying the following alterations;

- Reduced front lightwells and removal of the front railings.
- Removal of the bedroom at basement for flat 1 and relocation of it at ground floor level.
- Roof angle changed slightly to match with approved scheme of 47-49 Woodstock Road.
- Removal of the stairs from rear lightwells.
- Removal of one of the bedrooms from basement level for flat 3 & 4.
- Removal of bedroom windows on the side elevations facing Woodstock Road at upper levels.

4. Public Consultation

Consultation letters were sent to 454 neighbouring properties.

24 responses have been received

The comments received can be summarised as follows:

- Further flat block is not needed and the predominant character is single family dwellings
- Flats are destroying the local community feel of the area - the house is worthy of retention
- The development is overdevelopment and out of character, the development will impact neighbouring properties.
- No garden space remaining. This has a detrimental effect on the environment
- This area can't support such a big project as there is a shortage of parking, the water supply is too weak and the waste collection and street maintenance is already a problem
- The flats are small and cramped and akin to bedsits
- Question whether the flats will provide affordable housing
- Windows proposed will affect the privacy of residents
- Impact during the construction phase
- Loss of a nice building which contributes positively to the street.
- Concern for stability of basement and excavations
- The immediate area is already over parked
- We need more gardens or park area for local wildlife and air quality.
- The proposed development represents a poor design
- Frustrated by the repeat applications from developers
- Flats are totally changing the character of the area
- Proposal fails to provide adequate light, outlook and privacy for habitable rooms, poor level of amenity and detrimental impact to future occupiers
- The area for the communal garden is inadequate

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.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The revised National Planning Policy Framework (NPPF) was published on 24th July 2018. 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. It is a material consideration in planning decisions.

Existing policies in Barnet's Local Plan (2012) and the London Plan (2016) should not be considered out-of-date simply because they were adopted prior to the publication of the revised NPPF. Due weight should be given to them, according to their degree of consistency with the revised NPPF.

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 2016

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.

Draft London Plan

Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the 2016 London Plan.

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5 and CS9.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM17.

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 2016)
Residential Design Guidance SPD (Adopted 2016)

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

5.2 Main Issues for Consideration

The main issues for consideration in this case are:

- Principle of development, including planning history;

- 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 or future residents.
- Affordable Housing considerations;
- Highways;
- Sustainability.

5.3 Assessment of Proposals

The principle of the proposed development

A material consideration of significant weight is the planning history of the site. Application 17/3801/FUL, whilst refused permission, provides a useful starting point for any resubmission. Any new proposal will have to overcome previous concerns. In that respect the previous application recorded the following on the general principle;

"The Development Plan and the NPPF seek the provision of new housing within the Borough to meet increasing demand for housing and more particularly affordable housing. The London Plan encourages development to optimise a site for new housing and where it can be demonstrated that that housing can be provided in such a way that it does not affect the character of the area, leads to the delivery of high quality design and preserves and provides existing and future high quality amenity, such development should be supported.

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 site comprises a single dwelling house of significant size and prominence on Woodstock Road which is unlisted although it makes a positive contribution to the character and appearance of the area. Woodstock Road consists of a mixture of dwelling types and there is now a significant proportion of flats, either through extant permissions or through previous redevelopments and the principle of a further block of flats in this context would not be harmful. The construction of a block of flats would not be out of character with the area and would not be contrary to policy DM01. There have been similar flattened schemes granted at 23-25 and 47-49 Woodstock Road and there has not been a change to the policy circumstances in this regard."

Whilst this scheme makes material alterations in an attempt to address previous concerns, the overall general principle aspect remains unchanged. Subject to compliance with other policy requirements the redevelopment to provide flats can be accepted.

The impact on the character and appearance of the application site and surrounding area

The National Planning Policy Framework 2018 reiterates the original guidance from the 2012 version stating 'the Government attaches great importance to the design of the built

environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'.

In addition to the NPPF, Policy CS5 of the Core Strategy states that the Council 'will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design'. In addition to this, Policy DM01 of the Council's Development Management Policies 2012 states that 'development proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets' development (should) demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused'.

The London Plan also contains a number of relevant policies on character, design and landscaping matters. Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

One of the reasons to withhold consent on the previous application related to design. It was concluded that the existing building made a positive contribution to the overall character of the area. Nevertheless, the building enjoyed no additional statutory protection, and flatted developments formed part of the established character of the area. Golders Court on the north side of Woodstock Road which consists of three, three storey blocks of flats form an imposing presence directly opposite the site. Furthermore other flatted developments as detailed above have been agreed as appropriate for the immediate area.

The proposal results in the demolition of the existing building and its reconstruction to provide 10 as opposed to 13 flats. The building would be three storeys at ground, first and second floor with additional accommodation at basement level and in the roof. The basement level would be a combination of both residential floorspace with lightwells to front and rear and residents' car/cycle parking.

Once again the scale and massing of the proposed building would reflect the existing building on the site and is not out of keeping with the scale and massing of other buildings in the vicinity, both built out on site (Golders Court) and benefitting from extant permissions (47-49 Woodstock Road). Given the wider variety of properties including terraces, semi-detached, new build blocks of flats and so on, it is considered that the proposed development would not be out of keeping with the streetscene.

The existing development in tandem with its immediate neighbour to the west is set back much more from the highway than the other properties in the street. The proposed development would be located much more forward than the existing property and results in a more prominent building within the streetscene. However given the proposed building form, and envelope, it responds to the building directly opposite at Golders Court as well as the significant height of buildings elsewhere in the Woodstock Road. The revised building development is not considered to appear out of character in terms of size, scale and massing in general.

The previous application highlighted what the council considered to be design flaws; the scale and massing of the roof level and the front lightwells.

The proposed roofspace provided two levels of useable space; this was accommodated with an increased pitch to the roof and more prominent front gable projections on either side of the front elevation. A level of rooflights would be located above the proposed eave level dormers. Whilst the rooflights would remain the roof is now much less "top heavy". The half gable roof as opposed to the deeply hipped roof reduces the bulk. The central location of the front gables and the lowering of the eaves also reduces the overall bulky appearance of the roof. The central section of the roof would also cat-slide below the gable features further breaking up the mass and giving the roof much more definition, removing the excessive depth. The proposed roof configuration is now more modest and would result in a more appropriate finish to the building. This previous concern has been overcome.

The proposed lightwells to the front were another concern. Their overall depth and front railings introduced a characteristic which would be at odds with the existing pattern of development. The general character of the lightwells meant they became an obvious feature of the development, out of keeping with the existing and established character.

Although it was acknowledged that a development at 47-49 Woodstock Road which was allowed on appeal included a lightwell at the front of the property, the proposed lightwell area was still deemed substantial, and did not comply with Residential Design Guidance, which sets out to ensure that 'lightwells at the front appear as discreet interventions that do not harm the character or appearance of the building and its frontage'. The lightwells were not considered a discreet feature and were considered to harm the character and appearance of the host property.

The amended application reduces the depth of the lightwells and further amendments have removed the railings. The lightwells would not now be a perceptible character of the development. Officers are of the view that an acceptable compromise has been struck, and the lightwells will not harm the established character of the streetscene.

In light of these changes it is considered the design concerns with the previous application have been addressed and the proposed building would not unduly harm the established character of the area.

The impact on the amenity of future residents

Local Plan policies require high quality design in all new development that creates attractive places which are welcoming, accessible and inviting. Policy DM01 states that proposals should be design to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers. Policy DM02 identifies standards that development will be expected to meet in relation to floorspace and amenity space.

The 10 units meet the space standards. Each unit exceeds the minimum sizes for the relative units. Some of the flats, with double bedroom sizes of 15-22 sq. m are generous.

Under the previous application it was considered that the basement rooms in flats 3 and 4 which were served by shallow lightwells provided poor outlook. The rooms were living/dining areas. These units have been reconfigured. The rear basement rooms are bedrooms, and the council has sought and received further amendments reducing the number of bedrooms provided in the basement thereby increasing their size. Whilst still

served by the lightwell, they are spacious rooms, some of which are now served by 2 No. windows. The bedrooms would be used much less frequently than a living/dining area, and this is considered a more suitable layout, addressing the concern. The rooms served by the smaller front lightwells are non-habitable.

The London Plan Housing Design Guide states that: 'Providing a home with two aspects can have many benefits: better daylight, cross ventilation, a choice of views, access to a quiet side of the building, and greater flexibility in the use of rooms and the potential for future adaptability to re-arrange rooms within the home. Dual aspect design should be the default. A dual aspect dwelling is defined as one with openable windows on two external walls, which may be opposite or adjacent around a corner. One aspect may be towards an external access deck, courtyard, or ventilated atrium. Single aspect flats are difficult to naturally ventilate and more likely to overheat, an increasing concern for homes in London due to anticipated temperature increases from climate change coupled with the urban heat island effect where London is inherently warmer than its surrounding areas. Single aspect flats will only be permitted where the design is shown to allow adequate daylight and ventilation to all habitable rooms.'

There was a previous concern that some of the units were single aspect and north facing, with some bedrooms having to be served by an obscure glazed window. This was considered a poor arrangement. Under the most recently received plans, all upper flats would be dual aspect and ground floor units 2 to 4 would have direct access to a private area of outdoor space. Additionally, the internal layout has been amended to ensure there are no side facing bedroom windows. Side facing windows, which would need to be obscure glazed serve kitchens, secondary or non-habitable rooms.

Some units have private gardens or balconies. There is also a large rear communal garden to serve all the residents.

The proposed building would need to be robustly constructed so as to prevent the transfer of noise between units and also the leakage of noise from the basement car park to the units alongside and above. This can be addressed by way of condition.

Under the revised scheme it is considered that the amenity levels for future occupiers is to an acceptable level.

impact on the amenity of neighbouring residents

57 Woodstock Road is a smaller two storey building which has a single storey rear extension along the party boundary with the subject property. There are no flank windows. The single storey rear extension accommodates a kitchen and projects by 4.0m. At first floor level, the two nearest windows serve bathrooms and would be unaffected by the proposed development. However, at the front elevation there is a bedroom window in a deep recess which is currently less affected because of the mirrored separation from the boundary by the current property. The additional bulk and massing (in addition to its proximity) could result in a loss of amenity to this window. The proposal includes some setback from the boundary and it is considered any impact would not be unduly harmful.

Rooflights are proposed in the third floor which could give rise to overlooking, but these can be obscure glazed. At the rear, adequate screening will need to be provided to the proposed terraces to prevent overlooking and loss of privacy. The details of screening could be met through a condition.

The proposed development would feature an access road adjacent to 57 Woodstock Road. There are no flank windows. However, this may give rise to a noise and vibration impact for the neighbouring property and a noise and vibration report to address the likely impacts that may arise from the operation of an access road and car park adjacent to the property would be required as a condition of consent.

With regard to 53 Woodstock Road, the impact would be slightly different. There is currently a greater separation between properties. There is also significant tree planting between these two properties which provide some screening. There are flank windows and openings facing this property. The applicant proposed to obscurely glaze windows in the side elevation facing toward 53 Woodstock. This would be acceptable to reduce the impact to the neighbouring property. Changes to layouts have been provided to ensure there are no bedroom windows on the side elevation to ensure adequate outlook to habitable rooms.

Given the distance to properties to the rear, it is not considered that serious overlooking would arise.

Affordable Housing

The proposal has been reduced to 10 units and now does not meet the trigger for affordable housing of 11 units. The third reason for refusal is addressed.

Highways

The existing site consists of a detached 8 bedroomed dwelling house. The front of the site consists of a large area of hardstanding for un-formalised car parking, with two gated vehicle access. 4 parking spaces are available for the existing use.

There is a residential Controlled Parking Zone (CPZ) on roads in the vicinity of the site which operates from Monday to Saturday 8am- 6.30pm and Sunday 9.30am-6.30pm.

The site is located within a Public Transport Accessibility Level (PTAL) of 5 which is considered as good accessibility.

The parking assessment in accordance with the DM17 Policy for the proposed development would require parking provision of between 9 and 14.5 parking spaces.

Taking into account the Public Transport Accessibility Levels (PTAL) for the site as 5, the parking provision would require to be 10.1 parking spaces. Considering that the majority of the proposed units are 2 and 3 bedroom units, the proposed slightly higher parking provision of 13 parking spaces is acceptable on highway grounds.

It is proposed that Electrical Vehicle Charging Points (EVCPs) shall be provided in accordance with The London Plan Parking Standards.

The Highways Department have requested conditions to be attached to the consent including to require a construction management plan to be submitted and approved by the LPA. The proposed cycle provision meets the adopted standards.

Sustainability

The Local Planning Authority will seek compliance with local and London wide planning policies on sustainability, reducing water usage and minimising carbon dioxide emissions

from new development. Should an application be granted consent, conditions on these matters will be imposed, relating to:

- Water usage
- Accessibility
- Carbon dioxide emissions

Water Usage

Other related standards may also be relevant, but as a minimum all new housing will be expected to achieve a mains water consumption of 105 litres per head per day or less. Relevant planning policies on these matters include policies 3.8, 5.15 and 7.2 of the London Plan (2015); policy CS13 of the Barnet Core Strategy (2012); and policy DM02 of the Barnet Development Management Policies document (2012). The energy statement submitted by the applicant confirms the development will achieve a rating of 105 litres per person per day.

Thames Water have reviewed the proposal and have recommended an informative be attached to this planning permission that Thames Water will provide a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, there are no objections to this development.

Accessibility

All new development should ensure that the needs of future occupiers are met and that the development complies with the requirements of policies 3.8, 7.2 and 7.6 of the London Plan (2015) and policies DM02 and DM03 of the Barnet Development Management Policies document (2012).

The applicants planning statement has confirmed that all new units have been designed to meet part M4(2) of the Building Regulations. All floors are accessible via a lift.

Carbon dioxide emissions

Any submission should clearly demonstrate how a proposal is making the fullest possible contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

Applications should include a commitment to the scheme proposed achieving a specific level of improvement in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. Relevant planning policies on this matter include policies DM01 and DM02 of the Barnet Development Management Policies document (2012) and policies 5.2 and 5.3 of the London Plan (2015).

The applicant has provided an energy statement outlining the proposed technology to be adopted. The proposal is to use a boiler with a Flue Gas Heat Recovery System. The statement refers to an overall reduction in CO2 emissions of 15.05%.

Drainage

The application has been reviewed by Council's Drainage experts who advised the site is within Flood Zone 1 and is less than 1ha and as such a Flood Risk Assessment is not required. However the applicant has not provided sufficient information regarding the management of surface water runoff or a drainage strategy. Conditions have been recommended to require the applicant to provide drainage information to the LPA prior to construction.

Thames Water have provided comments regarding sewerage and wastewater. Thames Water have requested an informative is included with this permission to advise that a Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Overall, Thames Water do not have any objection to the planning application with regard to sewerage infrastructure capacity.

5.4 Response to Public Consultation

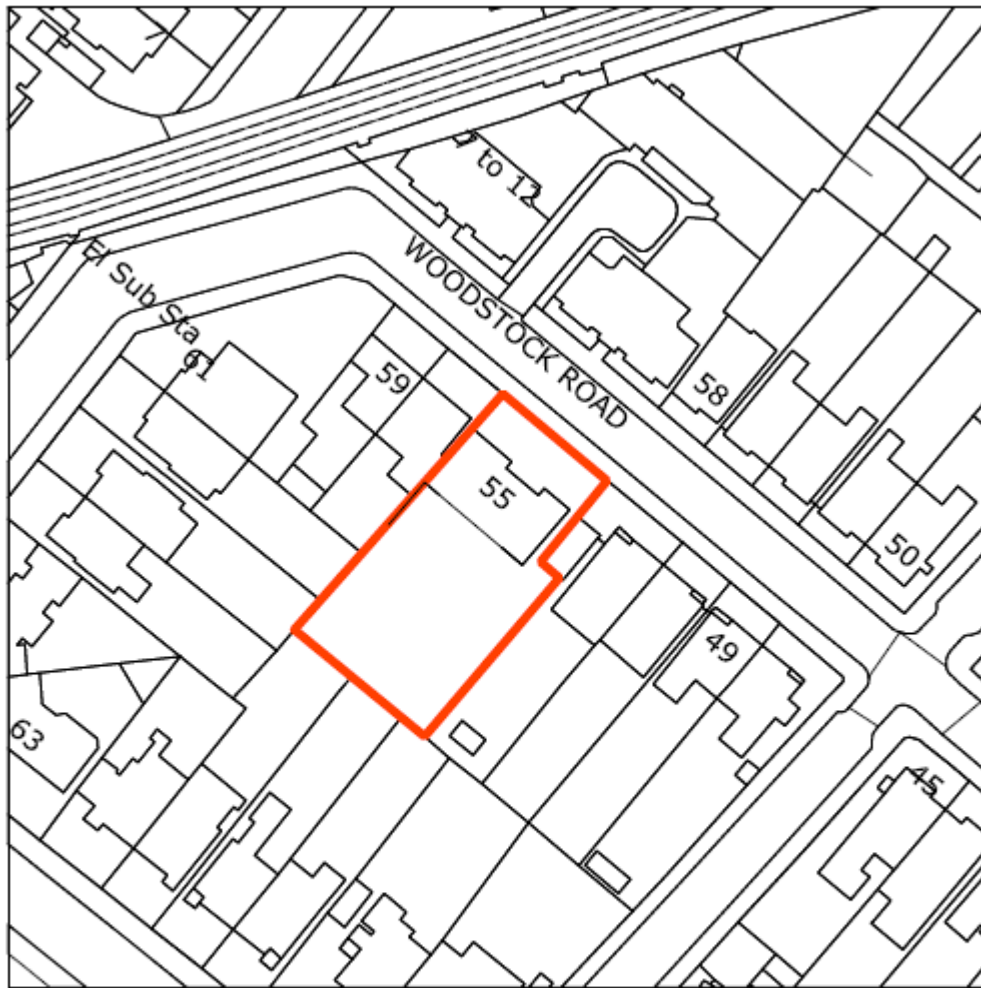
The majority of the matters have been addressed above. Whilst the concerns of local residents are noted, it is considered that flat developments are a component part of the general character of the area. Furthermore the units are considered an appropriate size and provide a suitable, policy compliant level of amenity. Further, officers consider the amenity of neighbouring has been protected. The Highways Authority is content, that given the location, the parking provision is acceptable. Previous concerns have been addressed and in the view of officers' there are no reasonable grounds to refuse the amended 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

In light of the above appraisal, it is considered that a case for the amended scheme has been made and 10 units could be successfully accommodated on site. Officers consider previous reasons for refusal have been addressed. It is therefore recommended that this application is approved subject to conditions.



LOCATION PLAN
SCALE : 1 / 1250