

Location **18 And 20 Hoop Lane London NW11 8JL**

Reference: **18/3554/FUL**

Received: 7th June 2018

Accepted: 9th July 2018

Ward: Childs Hill

Expiry 3rd September 2018

Applicant: Mr Sami Aslan

Proposal: Redevelopment of no. 18 including erection of a two-storey building with rooms in the roof space and basement level with lightwell to provide 4no. self-contained flats and associated alterations to hard and soft landscaping. Alterations and extension to no. 20 including part single, part two storey front and rear extensions following partial demolition of existing ground floor level. New side access. Formation of basement level with lightwell. Extension to roof including 1no. replacement rear dormer, 1no. side dormer and new front dormer following removal of existing dormer. Associated alterations to fenestration. Formation of front access steps and hard and soft landscaping. New front porch and with joint canopy to no. 18 and no. 20. Provision of 8 self-contained units overall.

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:

OS Map 1:1250

am214-DSP-AR-900001-R00 (Site plan - Existing Prior 180430)
am214-DFP-AR-061001-R00 (Architecture GF - Existing Prior 180430)
am214-DFP-AR-061002-R00 (Architecture FF - Existing Prior 180430)
am214-DFP-AR-061003-R00 (Architecture Loft - Existing Prior 180430)
am214-DFP-AR-061004-R00 (Architecture Roof-top - Existing Prior 180430)
am214-DEL-AR-062001-R00 (East Rear Elevation - Existing Prior 180430)
am214-DEL-AR-062002-R00 (North Elevation - Existing Prior 180430)
am214-DEL-AR-062003-R00 (South Elevation - Existing Prior 180430)
am214-DEL-AR-062004-R00 (West Front Elevation - Existing Prior 180430)
am214-DSC-AR-063001-R00 (S-01 Longitudinal section - Existing Prior 180430)
am214-DSC-AR-063002-R00 (S-02 Trasversal section - Existing Prior 180430)

am214-DSP-AR-900011-R00 (Site plan - Existing)
am214-DFP-AR-061011-R00 (Architecture GF - Existing)

am214-DFP-AR-061012-R00 (Architecture FF - Existing)
am214-DFP-AR-061013-R00 (Architecture Loft - Existing)
am214-DFP-AR-061014-R00 (Architecture Roof-top - Existing)
am214-DEL-AR-062011-R00 (East Rear Elevation - Existing)
am214-DEL-AR-062012-R00 (North Elevation - Existing)
am214-DEL-AR-062013-R00 (South Elevation - Existing)
am214-DEL-AR-062014-R00 (West Front Elevation - Existing)
am214-DSC-AR-063011-R00 (S-01 Longitudinal section - Existing)
am214-DSC-AR-063012-R00 (S-02 Trasversal section - Existing)

am214-DSP-AR-900021-R01 (Site Plan - Proposal)
am214-DFP-AR-061021-R01 (Architecture LGF - Proposed)
am214-DFP-AR-061022-R01 (Architecture GF - Proposed)
am214-DFP-AR-061023-R00 (Architecture FF - Proposed)
am214-DFP-AR-061024-R00 (Architecture Loft - Proposed)
am214-DFP-AR-061025-R00 (Architecture Roof-top - Proposed)
am214-DEL-AR-062021-R01 (Rear Elevation - Proposed)
am214-DEL-AR-062022-R01 (North-East Elevation - Proposed)
am214-DEL-AR-062023-R01 (South-West Elevation - Proposed)
am214-DEL-AR-062024-R01 (Front Elevation - Proposed)
am214-DSC-AR-063021-R00 (S-01 Longitudinal section)
am214-DSC-AR-063022-R00 (S-02 Trasversal section)

Design and Access Statement & Flood Risk Assessment (dated Oct 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 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.

- 4 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.

- 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) 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).

- 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 prior to the occupation of the hereby approved development.

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 Before the building hereby permitted is first occupied the proposed window(s) in both side elevations facing No. 16 Hoop Lane and No.22 Hoop Lane shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

- 9 Before the development hereby permitted is first occupied or the use first commences the parking spaces shown on Drawing No. am214-DSP-AR-900021-R01 shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policies 6.1, 6.2 and 6.3 of the London Plan 2016.

- 10 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).

- 11 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).

- 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 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.

- 14 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 6% 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.

- 15 a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with a scheme to be 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 the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy 6.9 and Table 6.3 of The London Plan (2016) and 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.

- 16 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.

- 17 Prior to the first occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2016).

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. 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.

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.

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.

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.

- 3 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

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

Officer's Assessment

1. Site Description

The application site is located on the eastern side of Hoop Lane, within the ward of Childs Hill. The site previously consisted of a pair of two-storey, semi-detached properties. However, No.18 has recently been demolished as it was structurally damaged due to the basement excavation carried out in the adjoining property No.20. The building envelope of No.20 remains largely intact, however, the single-storey rear elements have also been demolished.

The properties previously had an 'H' shaped footprint with large single-storey rear extensions. The ground floor level of both properties lies approximately 1.5m above the public highway. No.20 has a much larger rear curtilage which extends and bends eastwards behind No.24. There are areas of hardstanding to the front of both properties which provides off-street parking provision.

According to previous planning history, No.18 consisted of 3no. self-contained flats, while No.20 has received permission for 4no. self-contained flats.

The character of the street scene is comprised of residential properties of varying design and size and mainly of semi-detached nature. There is a mixture of single-family dwellings and flat conversions.

The town centre of Golders Green is located approximately 115m to the south-west.

2. Site History

No.18 Hoop Lane

Reference: 18/2792/PND

Address: 18 Hoop Lane London NW11 8JL

Decision: Prior Approval Required and Approved

Decision Date: 01.06.2018

Description: Demolition of existing two-storey semi-detached building

Reference: C08595E

Address: 18 Hoop Lane London NW11

Decision: Approved subject to conditions

Decision Date: 23.08.1990

Description: Alteration to single storey building in rear garden involving rebuilding of flank wall 2 metres from boundary with 20 Hoop Lane.

Reference: C08595D

Address: 18 Hoop Lane London NW11

Decision: Refused

Decision Date: 24.08.1988

Description: Alteration to single storey building in rear garden (Rebuilding of flank wall two feet from boundary with 20 Hoop Lane)

Reference: C08595C
Address: 18 Hoop Lane London NW11
Decision: Approved subject to conditions
Decision Date: 06.05.1987
Description: Retention of patio door on side elevation

Reference: C08595B
Address: 18 Hoop Lane London NW11
Decision: Refused
Decision Date: 17.06.1987
Description: Retention of single storey building in rear garden

Reference: C08595A
Address: 18 Hoop Lane NW11
Decision: Approved subject to conditions
Decision Date: 14.06.1985
Description: Conversion to three self-contained flats, side and rear roof extension, single storey rear extension, front dormer window.

Reference: C08595
Address: 18 Hoop Lane NW11
Decision: Approved subject to conditions
Decision Date: 28.01.1985
Description: Conversion into three self-contained flats, formation of side and rear dormer windows, provision of vehicular access, two parking spaces and dustbin enclosure.

No.20 Hoop Lane

Reference: F/04373/14
Address: 20 Hoop Lane, London, NW11 8JL
Decision: Approved subject to conditions
Decision Date: 11.02.2015
Description: Creation of new basement level to provide additional accommodation.

Reference: F/02486/14
Address: 20 Hoop Lane, London, NW11 8JL
Decision: Approved subject to conditions
Decision Date: 27.06.2014
Description: Conversion of house to four flats (2 one bedroom and 2 two bedroom).
Provision of refuse stores.

Reference: F/00704/14
Address: 20 Hoop Lane, London, NW11 8JL
Decision: Prior Approval Not Required
Decision Date: 03.04.2014
Description: Single storey rear extension with a proposed maximum depth of 6 metres from original rear wall and flat roof with maximum height of 3 metres.

Reference: F/00029/14
Address: 20 Hoop Lane, London, NW11 8JL
Decision: Withdrawn
Decision Date: 31.03.2014

Description: Conversion of existing dwellinghouse into 4 self-contained flats following single storey rear extension to replace existing rear extension. Roof extension including hip to gable and rear dormer window to facilitate extension of the existing loft conversion.

Reference: F/06129/13

Address: 20 Hoop Lane, London, NW11 8JL

Decision: Prior Approval Process not Applicable

Decision Date: 21.01.2014

Description: Single storey rear extension with a proposed depth of 6 metres (including existing s/s 4.85 metres extension) and flat roof with maximum height of 3 metres.

Reference: C11111

Address: 20 Hoop Lane, London, NW11 8JL

Decision: Approved subject to conditions

Decision Date: 03.03.1992

Description: Creation of vehicular access onto Hoop Lane

3. Proposal

The application seeks permission for the redevelopment of No.18 to erect a two-storey building with a basement level and rooms in the roof space, alterations and extensions to No.20 including new basement level, part single, part two-storey front and rear extensions, following partial demolition of existing ground floor level. Extensions to the roof are proposed comprising of the erection of 1no replacement rear dormer, 1no. side dormer and new front dormer. Overall a total of 8no. self-contained flats would be provided within the new building.

In addition, it is proposed to construct a new front porch, front access steps and formation of new hard and soft landscaping, off-street parking and refuse and recycling stores.

The scheme has been amended to include the following changes:

- Reduction of outdoor basement level;
- Alterations to internal arrangement in basement level; and
- Relocation of proposed bin store.

4. Public Consultation

Consultation letters were sent to 206 neighbouring properties.

9 responses have been received, comprising 9 letters of objection.

The objections received can be summarised as follows:

- Conversion to flats is not in keeping
- Provision of basement level is out of character
- Insufficient parking;
- Inadequate provision for bins
- Basement will increase risk of flooding
- Disruption caused by construction works

Following the submission of amended plans, a period of re-consultation for 14 days was undertaken.

1 letter of objection was received. This can be summarised as follows:

- Lack of parking
- Impact on character of Hoop Lane through the loss of single family dwellings

- Inadequate construction methods of current works
- Noise impact from proposed cinema rooms
- Storage rooms should not been used as habitable rooms

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 24th July 2018. 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, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 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.

The London Plan is currently under review. 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 adopted 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, CS9, CS13, CS14, CS15
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM17

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)
Sustainable Design and Construction SPD (adopted October 2016)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of flatted development;
- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Provision of adequate accommodation for future occupiers;
- Highways and parking;
- Any other material considerations.

5.3 Assessment of proposals

Principle of flatted development

In assessing whether flats are appropriate in this location, Barnet policy DM01 states that consideration should be given to the character of the road and where proposals involve the loss of houses in roads characterised by houses, this will not normally be appropriate.

From conducting a site visit and reviewing the records on the Valuation Office Agency (VOA) website, the following properties are registered as:

Address in Hoop Lane	Tenure	Address in Hoop Lane	Tenure
No. 6	2 Flats	No. 25	Dwelling
No. 8	Dwelling	No. 26	Dwelling
No. 10	3 flats	No. 27	Dwelling
No.12	Dwelling	No. 28	Dwelling
No. 14A	3 flats	No. 29	5 flats
No. 14B	4 flats	No. 30	Dwelling
No. 16	12 flats	No. 31	Dwelling
No. 17	3 flats	No. 31a	5 flats
No. 18	3 flats	No. 32	Dwelling
No. 19	Dwelling	No. 33	Dwelling
No. 20	Dwelling	No. 34	Dwelling
No. 21	3 flats	No. 36	Dwelling

No. 22A	Dwelling	No. 38	2 flats
No. 22B	Dwelling	No. 40	Dwelling
No. 23	3 flats	No. 42	Dwelling
No. 24	Dwelling		

The above table illustrates that this stretch of Hoop Lane comprises of 31 properties including the application site. Of these, 12 (39%) are in occupation as flats. In addition, No.18 which forms part of the application site, was in occupation as 3 flats. No.20 had received planning permission to convert to 4 flats and is likely to have been implemented when the proposed basement works had commenced.

As such, it is evident that the street does comprise of a mixture of single-family dwellings and flat conversions. Taking into account this evidence and the previous uses of the application site, the principle of a flatted development is acceptable subject to compliance with all other relevant policies.

Impact on character and appearance

Barnet policy DM01 expects that development proposals should be based on an understanding of local characteristics and should respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The proposal would take the external form and appearance of the existing semi-detached properties on the site and those that are present within the street. The proposed arrangement of plots with regards building lines and spaces between neighbouring properties would be reflective of the existing position and surrounding pattern of development. At the front of the site, it is proposed to infill the central section between Nos 18 and 20 which results in a continuous building line. This is considered to be acceptable and similar in appearance to neighbouring properties Nos.10-12 and 21-23. At the rear, the existing properties had deep single-storey extensions which projected in close proximity to the neighbouring boundaries. As part of the proposal, the rear elements would be set further away from the neighbouring properties and would either project no further or marginally project further in depth than those previous extensions. As such, the proposed rear layout is considered to be acceptable and not materially harmful compared to the previous existing layout.

In terms of scale, massing and height, the proposal would have a similar size and scale to the existing building and is considered to maintain the existing street scene appearance. Although the proposal would result in the creation of a crown roof, it is considered fairly small in scale and will not be overly visible or dominant from the street scene. The proposed redevelopment of No.18 would mimic the appearance, design detailing and fenestration of the adjoining No.20. The proposed layout and design of the proposed rear extensions helps to reduce its overall bulk and massing. Due to the topography of this side of Hoop Lane, the ground floor level sits approximately 1.5m higher than street level. Between the proposed retaining wall and front elevation, it is proposed to have 2no. small lightwells which would serve the proposed basement rooms. It is considered that the external manifestations would not be significant in size or visibility within the street scene as to cause any harmful impact. From the street scene level, the presence of a basement would not be readily visible. At the rear, there would be two individual sunken garden areas for two of the proposed units. It is

considered that these are relatively small in area and as they are located at the rear of the site, they are not considered to have significant impact on the character and appearance of the site or surrounding area.

Whilst the proposed rear and side dormers are large in size and scale, they are similar to what previously existing on the buildings. Therefore, the proposed dormers are not considered to be visually detrimental in terms of character and appearance.

In terms of external appearance, the proposed finishing materials would match the existing and neighbouring properties.

The proposal would have an area of hardstanding to the front of the site to accommodate off-street parking provision which is again consistent with other properties in the street.

Overall, the proposed redevelopment of No. 18 and alterations and extensions to No.20 are considered to be acceptable in terms of design, layout, scale, massing, bulk and height and will result in a form of development that is similar to those buildings already in the street scene.

Impact on amenity of neighbouring occupiers

It is expected that new development should have due regard to the amenity of existing occupiers in neighbouring buildings.

The application site is located within a residential area where the adjacent properties at No.16 and 22 have the most potential to be adversely affected by the proposed development. The properties to the east along Finchley Road and south to Golders Green Crescent are not considered to be affected by the proposal due to the large separation distances between the sites.

The proposed layout would be similar to the adjacent property at No.16 in terms of projections at ground and first floor levels. The separation between the buildings would be unchanged and therefore, the proposal is not considered to have any more impact in terms of overshadowing or overbearing appearance than the previous existing situation. While the proposed window arrangement would be altered, it is not considered to be significant. However, the side windows would serve either a bathroom, stairwell, study room or act as secondary windows to a bedroom. As such any potential overlooking impact could be mitigated through the use of obscure glazing and would not compromise the quality of the rooms.

The relationship between the proposal and No.22 is different as this property has a smaller footprint and different design. This property does not extend as deep within the site. At ground floor level, the proposed rear element would be set further away from the existing extension and project no further in depth. At first floor level, the main element would remain unaltered, with the proposed first floor extension positioned centrally and approximately 4m from the neighbouring boundary. Due to the layout and design of the roof slope, it is not considered that the neighbouring property would be harmfully affected in terms of overbearing appearance and loss of light. It is acknowledged that there are a number of existing windows which face onto the neighbouring site. The proposed window arrangement would be altered, however it is not considered to be significant. The side facing windows would serve either a bathroom, stairwell, study room or act as secondary windows to a bedroom. As such any potential overlooking impact could be mitigated through the use of obscure glazing and would not compromise the quality of the rooms.

Overall, the proposal is considered to have an acceptable impact on the residential amenity of neighbouring properties.

Provision of adequate accommodation for future occupiers

In terms of the amenity for future occupiers, the LPA would expect a high standard of internal design and layout in new residential development in order to provide an adequate standard of accommodation. The London Plan, Barnet policy DM02 and Barnet's Sustainable Design and Construction SPD sets out the minimum space requirements for residential units.

On the proposed first and loft floor levels, a study/ storage room is proposed in each proposed flat. It is considered that the size of these rooms could be used as a single bedroom and therefore have been assessed on this basis. The proposed units would measure:

Flat 1 - 1B2P - 119.27sqm
Flat 2 - 1B2P - 112.85sqm
Flat 3 - 2B3P - 85.37sqm
Flat 4 - 2B3P - 86.84sqm
Flat 5 - 3B5P - 95.00sqm
Flat 6 - 3B5P - 95.49sqm
Flat 7 - 2B3P - 70.6sqm
Flat 8 - 2B3P - 72.02sqm

Following a review of the plans, all of the proposed units would comply or exceed the minimum space requirements. All of the units would benefit from dual aspect outlooks with the main habitable room windows facing from the front or rear elevations. The existing or proposed side windows either serve bathrooms, studies/ storage or act as secondary windows. This is considered to be acceptable.

In terms of stacking, the lower ground and ground floor units are duplexes and positioning of rooms should not have a significant noise impact. Between first floor and loft levels, the proposed layout of rooms is that with similar uses on top of each other and should not raise any significant noise impacts. However, there is a conflict of room uses between the proposed ground and first floor levels. Here there are two instances where Living/ Dining/ Kitchen areas are located above bedrooms. However, in this instance consideration has been given to the rebuild nature of construction in this proposal. It is not a simple conversion where noise issues may be more of an issue with less insulation. However, large elements of this proposal will be constructed using new build methods which should have a greater level of insulation between levels. Therefore, on balance, while there is a potential conflict, it is considered that it could be appropriate limited and/ or mitigated.

In terms of outdoor amenity space, Barnet policy DM02 and the Sustainable Design and Construction SPD (2016) require the provision of 5sqm of amenity space per habitable room. The rear facing basement/ ground floor duplex flats would be provided with small sunken terraces leading up to the communal garden. The remaining garden is substantial and would exceed the overall SPD requirement.

As such, it is considered that the proposal provides for acceptable levels of amenity for future occupiers.

Highways and parking

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments.

Policy DM17 sets out the parking standards as follows for residential use:

For 1 bedroom units 0.0 to 1.0 space per unit
For 2 and 3 bedroom units 1.0 to 1.5 spaces per unit

The proposal comprises of 2 x 1-bed, 4 x 2-bed and 2 x 3-bed units. This would require a provision of between 6 and 11 spaces. Four off-street spaces are proposed. However, the existing situation was that there were 7 flats within the site and a provision of 4 car parking spaces.

The proposal results in the increase of 1 additional flat. The site is located within a PTAL area of 6a which is classed as excellent. The site is also located within close proximity of Golders Green Town Centre, with good accessibility to local transport services.

Taking into account these factors, the proposal is not considered to result in a significant incremental impact over and above the existing provision and would not have significant impacts on highways and pedestrian safety.

5.4 Response to Public Consultation

Conversion to flats is not in keeping - An analysis of the properties along Hoop Lane has illustrated that 39% of the existing properties are in use as flats. In addition, No.18 was in use as three flats and No.20 likely had an implemented consent for conversion to four flats. Therefore, the principle of flatted units on this site is considered to be acceptable.

Provision of basement level is out of character - The basement level is not considered to be readily visible from public views and therefore is unlikely to be visible within the street scene.

Insufficient parking - Consideration has been given to the existing position which is for 7 flats. Taking into account that there will be 1 additional unit, the resultant impact on the highway is not considered to be detrimental.

Inadequate provision for bins - A large bin storage area has been proposed within the frontage of the site.

- Basement will increase risk of flooding - The site is not located within an area which is subject to high risk of flooding.

Disruption caused by construction works - A condition will be attached seeking the submission of a construction management plan. Any nuisance or disturbance caused by construction works are controlled by the Environmental Health department under separate legislation.

6. Equality and Diversity Issues

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

7. Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring or future occupiers. The proposal is not considered to have a significant impact on highways matters. This application is therefore recommended for approval.

