

Location **78 Woodstock Avenue London NW11 9RJ**

Reference: **18/5387/FUL** Received: 4th September 2018
Accepted: 10th September 2018

Ward: Golders Green Expiry 5th November 2018

Applicant: Ms Mehri Shahriari

Proposal: Conversion of existing dwelling into 3no self-contained flats involving basement extension with private terrace, single storey rear extension and roof extension involving hip to gable, rear dormer window and 2no rooflights. Erection of rear outbuilding. Associated refuse/recycling store, cycle store, amenity space

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:

930.000 (received 04/09/2018)
930.001 Rev A (received 04/09/2018)
930.002 Rev A (received 04/09/2018)
930.003 Rev A (received 04/09/2018)
930.005 Rev A (received 04/09/2018)
930.006 Rev A (received 04/09/2018)
930.007 Rev A (received 10/09/2018)

930.101 Rev B (received 02/11/2018)
930.102 Rev B (received 02/11/2018)
930.104 Rev C (received 14/11/2018)
930.106 Rev C (received 14/11/2018)
930.107 Rev C (received 14/11/2018)
930.108 Rev C (received 14/11/2018)
930.109 (received 14/11/2018)

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 The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

Reason: To safeguard the visual amenities of the building and surrounding area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 4 The roof of the extension hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 5 Before the building hereby permitted is first occupied the proposed window(s) in the side elevation at first floor and roof level facing No.76 Woodstock 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).

- 6 Prior to occupation of the development, cycle parking shall be provided in accordance with the submitted application and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason: In the interest of highway safety 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.

- 7 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).

8 a) Before the development hereby permitted is first occupied, details of privacy screens to be installed around the patios/ garden amenity areas 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 October 2016) and the Sustainable Design and Construction SPD (adopted October 2016).

9 a) Prior to first occupation of the hereby approved development, a scheme of hard and soft landscaping to the front forecourt area, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, has be submitted to and agreed in writing by the Local Planning Authority.

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.

10 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).

- 11 a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

- 12 Prior to the first occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming

compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

- 13 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.

- 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) and policies 5.2 and 5.3 of the London Plan (2015).

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

- 16 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.

- 17 The use of the outbuilding hereby permitted shall at all times be ancillary to and occupied in conjunction with the main building and shall not at any time be occupied as a separate unit or dwelling.

Reason: To ensure that the development does not prejudice the character of the locality and the amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 18 a) Before the development hereby permitted is first occupied, the amenity area(s) shall be provided in accordance with the approved plans submitted with this planning application.
- b) The development shall be implemented in accordance with the details approved 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 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 Refuse collection points should be located within 10 meters of the Public Highway. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department
- 3 For any proposal new crossovers or modification to the existing crossovers, a separate crossover application must be submitted for approval to the Highways Authority. Details of the construction and location of the new crossover are required to be agreed with the highway authority. Any street furniture, road markings or parking bays affected by the proposed works following site investigation would be relocated at the applicant's expense.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team in conjunction with the highway tree section as part of the crossover application. The outcome of this assessment cannot be prejudged.

Please Note: A maximum width of a crossover allowed from a public highway is 4.8 metres.

Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ

- 4 Any highway approval as part of the planning process for the reinstatement or alteration to the existing access/crossovers or provision of a new access/crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for access/crossover under Highways Act 1980 and would be carried out at the applicant's expense including any relocation of street furniture, lighting columns or amendments to parking bays affected by the proposed works. Any alterations to on-street parking bays will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process. An estimate for this work could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ
- 5 Any works on public highway such as reinstatement of the existing crossovers to footway level, provision of a new crossovers or an access off the public highway and relocation of street furniture including lighting columns to facilitate the development would need to be carried out by the Council's term contractors at the applicant's expense.

This proposal may also impact on existing on-street Controlled Parking Bays. Any alterations to on-street parking bays will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.

Works on public highways to facilitate the development will be carried out under the S278/184 Agreement of the Highways Act 1980 or can be charged under a rechargeable works agreement.

- 6 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.

- 7 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,

Officer's Assessment

1. Site Description

The application site relates to a two storey semi-detached dwelling located on the southern end of Woodstock Avenue. The property benefits from a partial lower ground floor level due to difference in ground levels. It is noted that the dwelling sits at a lower level from the adjacent highway.

The property does not fall within a Conservation Area and is not a listed building.

There are no tree preservation orders on site.

2. Site History

No recent planning history.

3. Proposal

The application seeks planning permission for the conversion of the existing dwelling into 3no self-contained flats involving a basement extension, single storey rear extension, roof extension, and the erection of a rear outbuilding. The amended plans have been considerably amended included reductions to the proposed subdivision as well as to the external changes.

The proposed basement would measure the full footprint of the property, 12.5 metres along the boundary with No.76 Woodstock Avenue and 14.7 metres along the boundary with No.80 Woodstock Avenue. The basement would benefit from a maximum head height of 2.5 metres. A front lightwell would measure 1.6 metres in depth.

The proposed single storey rear extension at ground floor would measure a maximum of approximately 4.5 metres along the boundary with No.80. The extension would benefit from a flat roof measuring 2.7 metres in height (3 metres to parapet) and would match the existing depth of the original part single part two storey rear wing projection.

The proposed loft conversion would involve the creation of 1no side dormer and 1no rear dormer. This element of the proposal has been considerably amended since the original submission which sought permission for a larger hip to gable extension and rear dormer window.

The side dormer will measure 1.3 metres in height, 1.6 metre in depth and 2 metres in width. The rear dormer will measure 3.16 metres in width, 1.85 metres in height, and 2.4 metres in depth.

Subdivision

The original submission proposed the following subdivision:

Flat 1 Basement 2 Bed 4 Person
Flat 2 Ground Floor 2 Bed 4 Person
Flat 3 First Floor 2 Bed 3 Person

The amended proposal reduced the size of the proposed units as follows:

Flat 1 Basement 1 Bed 2 Person
Flat 2 Ground Floor 1 Bed 2 Person
Flat 3 First Floor 2 Bed 3 Person

The development would provide for associated refuse and recycling storage as well as cycle parking spaces.

4. Public Consultation

Consultation letters were sent to 124 neighbouring properties.
6 responses have been received, comprising 6 letters of objection

The objections received can be summarised as follows:

- Conversion will exacerbate the shortage of suitable family housing
- Proposal will create precedent
- Gym to be converted into further accommodation
- Impact of construction
- Overdevelopment of the site- Family accommodation to be protected
- Highway pressure due to additional parking provision
- Outwards project will create pressure on soil and risk to neighbouring properties to the rear along Montpellier Rise
- Overlooking
- Increased occupancy

A document of objection was received from a neighbouring consultee. The document included 6 no additional properties 'copied in' as part of the objection. It is noted that the objection letter has not been formally signed by all members and is therefore counted as 1 objection.

The document can be summarised under the following topics relating to impacts on:

- Parking and traffic - Additional occupation
- Trees and hedges - Impact of outbuilding on existing trees
- Biodiversity
- Surrounding area - Character
- Design principle - outbuilding to be used as additional occupation
- Massing and scale
- Daylight
- Impact on amenity, noise and overlooking
- Topography of the site - does not allow for basement extensions

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 Government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

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

The Mayor's London Plan 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, CS5.
- Relevant Development Management Policies: DM01, DM02.

The Council's approach to extensions as set out in Policy DM01 is to minimise their 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

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of

terrace, semi detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.

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

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

Sustainable Design and Construction SPD (adopted October 2016)

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

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of development
- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality
- Whether harm would be caused to the living conditions of neighbouring residents
- Whether appropriate amenities are provided for future occupiers
- Impact on highways

5.3 Assessment of proposals

The application seeks planning permission for the conversion of the existing dwelling into 3no self-contained flats involving a basement extension, single storey rear extension, roof extension, and the erection of a rear outbuilding.

Principle of Development

Policy DM01, of the Development Management Policies (2012), states that the conversion of dwellings into flats in roads characterised by houses will not normally be appropriate as the loss of a single-family dwelling would change the character of the area.

6.2 The supporting text to Policy DM01 sets out the rationale behind this, which results in part from the characterisation study undertaken as part of the production of the Local Plan. This sets out the character of different parts of the borough and how the character changes over time.

Preamble 2.8.1 to Policy DM01 further states that conversions of existing dwelling into flats can have a cumulative effect that is damaging to the quality of the environment and detracts from the character of established residential areas. Conversions may be appropriate in certain types of property or street, particularly where they are highly accessible. However, even in such locations they can harm the character of area by changing external appearances and increasing activity. Such activity can often involve

more people movements, increased car movements and parking stress, more rubbish to be collected, and more deliveries.

The local area is suburban in character and mainly features two storey semi-detached dwellings evenly spaced between each other. Due to ground level differences, properties located along the south-western side of Woodstock Avenue sit lower than the adjoining highway.

Woodstock Avenue is characterised by a mixture of single family dwellings and conversions to flats. Following research of the area, it has been identified that a considerable number of properties in the immediate vicinity have been converted. This has been identified at No.80, No.88, No.90, and No.92 Woodstock Road.

The host site benefits from 4 bedrooms on the first floor. Two of the existing bedrooms have been considered large enough to be assessed as double bedrooms. The total potential occupancy therefore results in 6 people.

The original submission would have resulted in a total projected occupancy of 11 people. Following concerns raised by officers, with regards to the excessive increase in density, the proposal has been amended in order to reduce the number of bedrooms at basement and ground levels. In consequence the total projected occupancy would result in 7 people.

On balance, it is not considered that the increase in density by a total of 1no person would materially harm the established residential use of the host site or materially impact on neighbouring properties by way of additional people movements, car movements and associated residential uses. It is also recognised that, as a single family dwelling, the property could potentially benefit from an additional bedroom at loft level, created through extensions under permitted development rights (if built as a single family dwelling). This would increase the occupancy to 7 people.

Taking into consideration the varied character of the local area, coupled with a reduction in occupancy numbers, the principle of converting No.78 Woodstock Avenue into 3no. self-contained units is accepted.

Details on the Proposed Development and Impact on Neighbouring Occupiers

Ground Floor Rear Extension

The application site currently benefits from a part single part two storey rear wing projection which extends along the boundary with No.76 Woodstock Avenue. The rear wing projects approximately 4.5 metres past the rear elevation of the host site closest to the boundary with No.80 Woodstock Avenue. It is noted that, in total, the side flank facing No.76 Woodstock Avenue measures approximately 13.5 metres in depth (including porch). The side elevation does not project past the neighbouring rearmost elevation. This would not change under the proposed development.

The proposed extension at ground floor would infill the existing gap between the two rear elevations at No.78 Woodstock Avenue and would match the existing depth of the existing part single part two storey rear wing. The extension would measure a maximum of approximately 4.5 metres along the boundary with No.80. It is noted that the side elevation is currently set back from No.80 as the neighbouring property benefits from an existing extension. The proposal will therefore project a maximum of approximately 1.5 metres past the neighbouring rear wall. The extension would be constructed with a flat roof measuring 2.7 metres in height and 3 metres including the parapet.

The Council's Residential Design Guidance SPD states that single storey rear extension on semi-detached properties should generally not exceed 3.5 metres in depth. Whilst in this instance the proposed element would exceed the Council's guidance, it is considered that the extension will appear subordinate and will respect the original size and massing of the host site. The extension is further considered to project a moderate 1.5 metres past the neighbouring rear wall at no. 80, thus mitigating harmful overbearing and overshadowing impact to neighbouring occupiers. The extension would not project past the existing rearmost elevation and is therefore not considered to impact on the amenities of the neighbouring occupiers as it would not be visible.

It is further noted that a considerable number of neighbouring properties benefit from single storey rear extensions. These have been identified at No.70, 72, 76, 80, 84, 92. It is therefore considered that the proposed extension at ground floor would be in-keeping with the original character of the host site and would not detract from the established character and appearance of the local surroundings.

Basement Extension

The proposed basement extension would sit under the full footprint of the proposed ground floor and would extend an additional 2 metres in depth along the side elevation facing No.80 Woodstock Avenue. As existing, the property partially benefits from a lower ground floor level. This is mainly due to a difference in ground levels. The Council's Residential Design Guidance states that basement extensions should not exceed a total depth of 3 metres beyond the rear elevation. In this instance, due to existing differences in ground levels, the majority of the basement would be lowered by an additional 0.6 metres. The front half of the host site would however have to be lowered by a total of 2.5 metres.

The proposed basement would not increase the depth of the flank wall along the boundary with No.76 Woodstock avenue. Additionally, it will be set back by approximately 1.5 metres from the neighbouring rear wall. The proposal is therefore not considered to materially harm the visual and residential amenities of neighbouring occupier at No.76 Woodstock Avenue.

With the benefit of a site visit, it is noted that the attached property at No.80 Woodstock Avenue benefits from a basement level which sits in line with the projection at ground level. The basement does not appear to project further in depth. The proposed basement would therefore project approximately 3.5 metres past the neighbouring rear wall at basement level. Taking into consideration the relationship of the existing dwelling the proposed basement would only be partially viewed from the neighbouring ground floor level. It is therefore considered that the proposal will not materially impact on the neighbouring visual and residential amenities. A condition has been attached requiring submission of details of privacy screens to be installed. This is considered to further mitigate any overlooking and privacy impacts towards neighbouring occupiers.

The basement would be served by a flush lightwell to the front elevation. The Council's Residential Design Guidance states that front lightwells should not be excessive in depth and should generally benefit from a flush grill rather than metal railings in order to mitigate visual impacts on the local street scene. In this instance, the property sits at a lower level from the adjacent highway. The proposed light-well would therefore not be entirely visible from the local street scene. The proposal is considered acceptable and in keeping with the local character.

Basement extensions have been identified at No. 92, 90, 88, 86, 84, 82 and 80. Whilst it is considered that ground levels have favoured these properties to benefit from such features, the proposal is considered to remain in keeping with the established character and appearance of properties along this part of Woodstock Road.

Loft Conversion

The proposed loft conversion would involve the creation of 1no side dormer facing No.76 Woodstock Avenue and 1no rear dormer. This element of the proposal has been considerably amended since the original submission which sought permission for a hip to gable extension and large rear dormer window.

The Council's Residential Design Guidance states that dormer extensions should appear as subordinate and sympathetic additions to the roof slope. Proposed dormers should not exceed half the width or half the depth of an existing roof. In this instance the proposed dormers have been amended in order to comply with the above guidance. The proposed side dormer would allow for a staircase to the proposed loft bedroom whilst the rear dormer will allow for adequate outlook and light.

It is noted that loft conversions appear to be a common feature amongst neighbouring properties. Similar side and rear dormers have been identified at the neighbouring premises at No.76 and No.92 Woodstock Road, whilst other properties benefit from full hip to gable roof extensions. It is appreciated that a number of these may have been constructed under permitted development rights.

Taking into consideration the amendments at roof level, it is considered that the proposed dormers will respect the size and massing of the existing roof and will remain in-keeping with the established character of the local area. The proposed side dormer extension will appear smaller in size than the adjacent one at No.76. Whilst the dormer will allow for access to the loft bedroom, a condition has been attached for the dormer to be obscure glazed in order to mitigate any overlooking and privacy impact to neighbouring occupiers.

Whilst it is noted that the proposal will contribute to additional windows at roof level, it is not considered that these will materially increase overlooking into neighbouring amenity areas when compared to the outlook currently enjoyed at first floor.

Overall, it is considered that the proposed loft conversion will respect the original size, character and massing of the host site and the roof topography of the local surroundings. The extensions are not considered to impact on neighbouring amenity by way of overlooking to a level which would warrant a reason for refusal.

Outbuilding

The proposed development would include an outbuilding to the rear garden. The outbuilding would measure a maximum of 2.5 metres in height and would abut the boundary with No.80 whilst being detached by approximately 0.77 metres from the boundary with No.76. The outbuilding would provide for a gym, shower room, and storage. It is considered that the proposed use would be ancillary to the enjoyment of the main dwelling and is therefore acceptable in principle. Similar outbuildings have been identified at Nos. 84, 86 and 88 Woodstock Road. The proposed would therefore remain in keeping with the character and appearance of the local surroundings as well as the pattern of development along the rear gardens of this part of Woodstock Avenue. Whilst it is appreciated that the application is not for a Certificate of Lawfulness, the height and

dimensions of the proposed outbuilding are considered to fall within the parameters of Class E, Part 1 Schedule 2 of the General Permitted Development Order.

Finally, taking into consideration the moderate height of 2.5 metres, it is considered that this element of the proposed development will remain subordinate to the main dwelling and will not appear overbearing and obtrusive towards neighbouring occupiers.

Following a site visit, it is noted that two larger trees are sited along the rear boundary with No.32 Montpellier Rise. Whilst it is acknowledged that the outbuilding would not abut the rear boundary the outbuilding would be in proximity to the larger trees. A condition has therefore been attached for the provision of a Tree Protection and Method Statement which will detail precautions to minimise damage to existing trees in accordance with Section 6.1 of British Standard BS5837: 2012.

Provision of Amenities of Future Occupiers

The existing property benefits from 4no. bedrooms located on the first floor. The existing plans suggest that two bedrooms would be sufficiently large to be classified as double-bedrooms. It is therefore considered that the total potential occupancy of the existing dwelling would result in 6 people.

The proposed subdivision would not increase the number of bedrooms but would allow for 3 x double bedrooms and one single room. The total proposed occupancy of 78 Woodstock Road would therefore result in 7 people.

Any proposal for the site which includes an element of residential dwelling use will need to demonstrate that it is providing suitable amenities for its future occupiers in the relevant regards (for example, daylight, sunlight, outlook, privacy and internal and external amenity space). Development plan policies DM01, DM02 (of the Barnet Local Plan) and 3.5 (of the London Plan), the guidance contained in the Barnet Supplementary Planning Documents 'Sustainable Design and Construction' and 'Residential Design Guidance' and the Mayoral planning guidance document 'Housing' identify what this would constitute.' The proposed units would be subdivided as follows:

Flat 1 (Basement) 1 Bed 2 Person 76sq.m

Flat 2 (Ground Floor) 1 Bed 2 Person 64sq.m

Flat 3 (First and Second Floor) 2 Bed 3 Person 75sq.m (2 Storey Dwelling)

The Council's Sustainable Construction and Design (SPD) requires all new development to comply with the space standards as identified in the London Plan (2016). As stated in Table 2.1 of the SPD, the minimum residential space standard for a 1 Bed 2 Person flat should be 50m². The proposed basement (Flat 1) and ground floor (Flat 2) flats will therefore comply with and exceed the standard by 26sq.m and 16sq.m respectively.

With regards to 2 Bed 3 Person flats for 2 storey dwellings, the Council's guidance suggests that a minimum of 70m² should be provided. The proposed first and second floor unit will benefit from a total internal area of approximately 75sq.m, thus complying with the above requirement.

New flats are expected to provide suitable outlook and light to all habitable rooms whilst not compromising the amenities of neighbouring occupiers. The Council Sustainable Design and Construction SPD stipulates that "the positioning of doors and windows should also be considered and single aspect dwellings should be avoided".

The proposed unit at ground floor (Flat 2) and first floor (Flat 3) will benefit from adequate levels of fenestration to the front, side, and rear. It is considered that suitable outlook (mainly over the rear garden and the front garden) would be provided for the future occupiers of the above mentioned flats.

The basement flat, would benefit from a moderate lightwell to the front elevation and lightwell-come-private amenity to the rear. The proposed double bedroom would be located to the front of the unit facing Woodstock Avenue.

It is acknowledged that the outlook provided for the basement unit would not be ideal, especially to the front bedroom. Nevertheless, it must be noted that the proposed unit will be generous in size as it would exceed the minimum internal standards by 26sq.m. The property will benefit from a private rear patio which will contribute towards the provision of adequate residential amenity and will have direct access to the communal garden. On balance, it is therefore considered that, the generous size of the basement flat, combined with an acceptable provision of internal and external amenity space, would allow for comfortable living spaces and would not materially impact on the amenities of future occupiers to a level which would warrant a reason for refusal.

Part (d) of Policy DM04 (Development Management Policies 2012), states that proposals will be refused if they lead to an unacceptable level of noise and disturbance unless mitigation measures can be demonstrated. Sound insulation between units should be incorporated into the scheme which should be in compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission). This is due to its relationship both horizontally and vertically to neighbouring residential units. The proposed internal stacking is considered appropriate and acceptable, helping to ensure a minimum of noise disturbance between the units.

Outdoor Amenity

Table 2.3 within the Sustainable Design and Construction SPD indicates that for flats, outdoor amenity space should be 5m² per habitable room (definition of a habitable room is set out in the glossary including the maximum size considered before a room is counted as two (20sq.m)).

The scheme includes the provision of a communal garden to the rear which would serve the future occupiers of the basement, ground floor and first floor units. The garden would be accessed through a side passage extending along the boundary with No.76 Woodstock Avenue. The total habitable rooms would result in 11 with a required provision of 55m² of outdoor amenity space.

In this instance, the proposed scheme would provide for approximately 56m² of outdoor amenity space within the rear garden. Additionally, the proposed outbuilding will contribute to an additional 17.5m² of internal amenity as it would provide for a gym, shower room, and storage.

The ground floor and basement units would benefit from 3 habitable rooms requiring 15m² of outdoor space. It must be noted that each unit will benefit from 7.6m² and 10.6m² respectively of additional private amenity space which contributes to the total provision. It is therefore considered that the proposed scheme would comply with the above requirements and would provide an acceptable and generous level of amenity space in compliance to the Council's Sustainable Construction and Design (SPD).

Taking all of the above into consideration, the proposal is considered to provide high quality units for future occupiers and is acceptable in this regard.

Highways

The application site benefits from a PTAL rating of 2 (poor accessibility) notwithstanding its proximity to the Golders Green Town Centre. Woodstock Road is also included in a one hour Controlled Parking Zone in operation from Monday to Friday between 11am and 12pm.

Policy CS9 Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and the promotion of more environmentally friendly transport networks. This requires that developments are matched to capacity and promote the delivery of appropriate transport infrastructure.

Parking provision must meet Council's guidelines and the number of spaces must be in compliance with DM Policy Maximum standards. Policy DM17 of the Development Management Policies DPD states that normally up to 1 space should be provided for 1 bedroom units, 1-1.5 spaces should be provided for 2-3 bedroom units, 1.5-2 spaces for 4 bedroom units. As existing, the host site would have to provide a minimum 2 parking spaces. The property does not benefit from any off-street parking.

The proposal is for the conversion of the existing dwelling to the 2x1 bedroom units and 1x2 bedroom unit. Taking into consideration Policy DM17, the new occupancy, and the PTAL rating, the proposed development would have to provide for 3 off-street parking spaces.

The proposal would not provide for off-street parking and would result in need for of 1 additional parking space when compared to the existing dwelling. The following should be taken into account:

- o The site location is within walking distance from Golders Green Town Centre
- o The proposal is for a conversion
- o Observations show that there is on-street parking available in the vicinity of the site

Taking into consideration the above, it is not considered that the lack of 1 parking spaces would materially impact on the existing parking stress levels along Woodstock Avenue. The proposal is therefore considered acceptable on highways grounds and in compliance with policies CS9 and DM17.

With regards to cycle spaces, the proposed development will provide 6 cycle parking spaces located to the rear garden. The proposal is considered to comply with the London Plan Cycle Standards.

Sustainability

In respect of Carbon Dioxide emission reductions, a condition is attached requiring the scheme to achieve a minimum of 6% Carbon Dioxide reductions against Part L of the 2013 Building Regulations. This level of reduction is considered to comply with the requirements of Policy 5.2 of the London Plan (2016 Minor Alterations) and the 2016 Housing SPG's requirements.

With regard to water consumption, a condition is attached to require each unit to receive water through a water meter, and be constructed with water saving and efficiency

measures to ensure a maximum of 105 litres of water is consumed per person per day, to ensure the proposal accords with Policy 5.15 of the London Plan (2016 Minor Alterations).

The proposed development therefore would meet the necessary sustainability and efficiency requirements of the London Plan

5.4 Response to Public Consultation

It is noted that a number of objections received were in response to the original proposal as submitted to the Local Planning Authority. It is noted that the proposal has been considerably amended since the original submission. Planning considerations and topics such as character, neighbouring amenity, highways, principle of development, overlooking, impact on trees, and design, have been addressed in the report above.

A number of objections address the potential of converting the outbuilding into further accommodation. It is noted that the proposal is only for the provision of ancillary uses. Any proposed conversion of the outbuilding into accommodation would require planning permission. Any residential accommodation of the outbuilding, without planning consent, would be considered a breach of planning control and would be enforceable by the Local Planning Authority.

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 occupiers. This application is therefore recommended for approval.

