

**Location**                                **87 Bridge Lane London NW11 0EE**

**Reference:**                            **16/1899/FUL**                                Received: 23rd March 2016  
Accepted: 23rd March 2016

Ward:                                        Golders Green                                Expiry 18th May 2016

Applicant:                                Mr Nissim Bitton

Proposal:                                    Demolition of existing buildings and erection of two storey building to facilitate  
4 no. self-contained flats with associated parking, cycle storage and amenity  
space

**Recommendation:** Approve subject to conditions

1     The development hereby permitted shall be carried out in accordance with the following approved plans:

- Proposed: No. L101 Rev D, E103 Rev D, E101 Rev D, E102 Rev D, P100 Rev C, P102 Rev D, P103 Rev F, P104 Rev D, S101 Rev D, P101 Rev E (received: 06/06/16).
- Existing: No. L001, E001, E002, L002, P001, P002, P003 (received: 23/03/16)

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

2     This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

3     a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the buildings 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 2015.

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

Reason:

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

- 5 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.

- 6 No site works or works on this development including demolition or construction work shall commence until a Demolition, Construction and Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Plan submitted shall include, but not be limited to, the following information:

- 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.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 7 Prior to the first occupation of the new dwellinghouses (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water

meters and each new dwelling shall be constructed to include water saving and efficiency measures so that mains water consumption would meet a standard of 105 per head per day or less. The development shall be maintained as such in perpetuity thereafter.

Reason:

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

- 8 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 25% 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).

- 9 Prior to first occupation, the development hereby approved shall make provision for cycle parking and cycle storage facilities in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority. Such spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

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

Reason:

To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8, 7.2 and 7.6 of the London Plan (2015) and policies DM02 and DM03 of the Barnet Development Management Policies document (2012).

- 11 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).

- 12 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).

- 13 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 2015.

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

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2015.

- 15 Before the development hereby permitted is first occupied or the use first commences the parking spaces/garages shown on Drawing No. 446-A-003 Rev B; 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 2015.

- 16 Before the building hereby permitted is first occupied the proposed dormer and first floor window facing no. 89 Bridge 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 April 2013).

### **Informative(s):**

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil).

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health

developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £11,830.00 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £45,670.00 payment under Barnet CIL.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: [cil@barnet.gov.uk](mailto:cil@barnet.gov.uk).

Relief or Exemption from CIL:

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

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

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

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

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the [legislation.gov.uk](http://legislation.gov.uk)

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

- 3 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](mailto:street.naming@barnet.gov.uk) or by telephoning 0208 359 7294.

## **Officer's Assessment**

### **1. Site Description**

The application site is a large rectangular plot currently accommodating a detached property containing two flats, for which council tax records are available. Bridge Lane is characterised by a mixture of both semi-detached and detached properties with similar architectural style and detailing.

The property is not listed and does not lie within a conservation area.

### **2. Site History**

Reference: F/00526/12

Address: 87 Bridge Lane, London, NW11 0EE

Decision: Approved subject to conditions

Decision Date: 21 June 2012

Description: Demolition of existing building and existing rear garages. Erection of two storey detached single family dwelling with basement and rooms in roofspace, and associated amenity space.

Reference: F/00534/11

Address: 87 Bridge Lane, London, NW11 0EE

Decision: Approved subject to conditions

Decision Date: 16 June 2011

Description: Extension to roof including two rear dormer windows, following a creation of a 1bed self-contained flat in roof space to facilitate a loft conversion.

### **3. Proposal**

Demolition of existing buildings and erection of two storey building to facilitate 4 no. self-contained flats with associated parking, cycle storage, refuse storage and amenity space

### **4. Public Consultation**

Consultation letters were sent to 33 neighbouring properties.  
7 letters of objection have been received.

The objections received can be summarised as follows:

- Increase in congestion and on street parking
- Over development
- Flats not in keeping with the character of the area
- Harm the character of the area
- Overlooking
- Lack of off street parking
- Loss of outlook
- Increased noise and disturbance
- Insufficient cycle parking

### **5. Planning Considerations**

#### **5.1 Policy Context**



## National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

### The Mayor's London Plan 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 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

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

### 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, DM03, DM04, DM07, DM08 and DM17

### Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted April 2013)  
Residential Design Guidance SPD (adopted April 2013)

## **5.3 Assessment of proposals**

The main issues for consideration in this case are:

- i. The principle of flats in this location
- ii. The Impact on the appearance and character of the area
- iii. The impact on the amenities of neighbouring occupiers
- iv. Whether the proposal provides satisfactory living accommodation for future occupiers.

v. Parking and highways

### 5.3 Assessment of proposals

#### The principle of flats in this location :

Objections have been raised over the principle of flats in this location. Policy DM01 of Barnet's Development Management Policies states that conversion of dwellings into flats in roads characterised by houses will not normally be appropriate. A search of the council tax records for the Bridge Lane reveals few conversions or purpose built flats suggesting the character of the street is predominantly one of single family dwellinghouses. However, every application must be judged on its own merits and in this instance, there are certain material considerations to take into account.

First, although no historic planning application exists, 87 Bridge Lane is already divided into two separate flats and the council tax records confirm this has been the case since 1993. Were the applicant to apply for Lawful Development Certificate to establish the use of flats, this would more than likely be granted, meaning the flats would be exempt from any enforcement action and therefore considered lawful.

Second, an appeal inspector (APP/N5090/C/14/2216260) recently made the following comments regarding an application to retain two flats at no. 62 Bridge Lane in 2014:

*Bridge Lane is a long road and I consider it to be appropriate when considering the Council's case to look at the character of the area in the vicinity of No 62, including the nearest parts of the adjoining roads, Hallswelle Road and Hayes Crescent. This area is as described by the appellant, with conversions on all the roads, purpose-built flats in Bridge Lane and Hayes Crescent and a hall on Bridge Lane. In these circumstances, I do not consider that the flats at No 62 are at variance with the character of the area.*

Bearing in mind the proximity of the appeal site to the application site, the Inspectors view is given a moderate degree of weight. Planners appreciate the current application relates to the creation of four rather than two, but issues relating to density are addressed in more detail below. Having taken into account the site specific material considerations, on balance, the principle of flats in this location is considered acceptable.

#### Whether the proposal provides a satisfactory living environment for future occupiers:

Floor Area :

The following units are proposed:

Flat 1	2 bedroom 3 person	117m <sup>2</sup>
Flat 2	2 bedroom 3 person	117m <sup>2</sup>
Flat 3	2 bedroom 3 person	131m <sup>2</sup>
Flat 4	2 bedroom 3 person	95m <sup>2</sup>

All four flats would exceed the minimum unit size requirements set out in the London Plan (2016).

Density:

With regard to the London Plan 2016 and the Density Matrix found in Table 3.2, it is considered that the site can be defined as 'suburban' according to the London Plan definition and has a PTAL score of 2. The site is approximately 0.0615 hectares in size and the development includes 4 self-contained flats. Calculations show that the proposed scheme's density is approximately 65 units per hectare, and this is at the bottom end of the density range for its context and the guidelines in the London Plan (50-95u/ha). All matters considered, the density of the development is considered to be appropriate for the area and therefore the Council has no objections on this matter.

#### Amenity Space:

Units 1 and 2, located on the basement and ground floor level, would be provided with a sunken lightwell and private garden. The remaining two units would be provided with a communal amenity space area to the rear. All four flats would benefit from sufficient space which would exceed Barnet's requirements as set out in its Sustainable Design and Construction SPD (2013).

#### Internal Stacking:

Policy DM04 part d. states that proposals will be refused if it leads to an unacceptable level of noise and disturbance unless the scheme can demonstrate any mitigation measures. The proposed stacking is considered acceptable and would limit the transfer of noise both horizontally and vertically between units.

#### Light/outlook:

Initially concerns were raised over the lack of outlook and light to the occupiers of the basement as the primary living space was located within it. To overcome these issues and through negotiations with the applicant, the basement units now contain only secondary bedrooms as well as a host of other non-habitable rooms. Although the siting of any bedroom within a basement is not ideal, attention has been paid to the south facing orientation and the depth of the proposed lightwell, suggesting these habitable rooms would be provided with sufficient light to meet the relevant BRE standard. All other habitable rooms within the proposed flats would be provided with sufficient light and outlook in accordance with policies DM01 and DM02 of Barnet's Development Management Policies which amongst other things aim to safeguard the amenities of future occupiers.

#### The impact on the amenities of neighbouring occupiers

Several objections have been received relating to loss of light and outlook from the structure itself as well as the increase in noise and disturbance as a result of the proposed use. Both these issues have been addressed separately below.

#### 85 Bridge Lane:

This occupier benefits from a 4.6m deep single storey rear extension which would extend beyond the footprint of the application property by 2m. The proposed house would also be set away from the boundary by 1.2m.

#### 89 Bridge Lane:

This neighbour does not benefit from a rear extension but is located further away from the proposed house, when compared to no 85 (by a distance of 2m) and the proposed rear elevation would extend beyond that of the neighbour by 2m.

Barnet's Residential Design Guidance (para. 14.23) makes explicit reference to two storey rear extensions principally that, 'two storey rear extensions which are closer than 2 metres to a neighbouring boundary and project more than 3 metres in depth are not normally considered acceptable. This is because they can be too bulky and dominant, and have a detrimental effect on the amenities of neighbours.'

In this instance, the proposed building would not extend further than 3m from either neighbouring occupier and the footprint of both neighbouring properties are located a sufficient distance from the proposed building to mitigate any issues relating to loss of light, outlook or an increased sense of enclosure.

#### Potential increase in noise and disturbance

Objections have been received relating to the potential increase in noise and disturbance as a result of the comings and goings of future occupiers. This is a separate concern to the principle of flats which has already been addressed above. In order to address these concerns the applicant has reduced the total number of units from five to four. To illustrate the difference between the existing and proposed schemes the number of occupiers is highlighted below:

Existing:

Unit 1: 3 bedroom 5 person  
Unit 2: 3 bedroom 5 person

Total number of people: 10

Proposed:

Flat 1 2 bedroom 3 person  
Flat 2 2 bedroom 3 person  
Flat 3 2 bedroom 3 person  
Flat 4 2 bedroom 3 person

Total number of people: 12

The illustration above shows the increase in potential number of occupiers between the existing and proposed scheme would be two people. In terms of justification, Bridge Lane is characterised by large spacious plots/houses which could be occupied by large families. The increase in 2 people is not considered to create the level of noise and disturbance which might cause harm to the living conditions of neighbouring occupiers to such an extent so as to warrant refusal of the application on these grounds alone. The proposal therefore meets the criteria within policies DM01 and DM02 of the Adopted Barnet Development Management Policies 2012 and the Sustainable Design and Construction, and Residential Design Guidance SPDs, which, amongst other things, require development proposals to be designed to allow for adequate living conditions of neighbouring occupiers and users.

#### The Impact on the appearance and character of the area:

The existing property is not considered to be of any particular architectural merit to warrant its retention and demolition is considered to be acceptable. The nature of the development is not in itself considered to harm the residential character of the area. It is noted that the area is characterised by a mix of semi-detached and detached dwellings.

The proposed development would comprise a 2 storey detached building with rooms in the roofspace and a basement level. The footprint and design of the block is very similar to the replacement house approved in application F/00526/12.

Initially concerns were raised over the amount of hard surfacing to the front elevation. In reducing the total number of units the applicant has also reduced the number of parking spaces by one. The front driveway has now been redesigned to include more soft landscaping to soften its appearance and would be secured through condition. A second knock on effect from reducing the unit number was to reduce the volume of refuse storage required which was also a concern. The bin store is now sited with some screening to help obscure it from public view. The materials will be sympathetic to the character of the street and secured through condition.

The design of the house is considered appropriate for the street scene. In addition, the height of the proposed new dwelling does not exceed that of immediate neighbouring properties and appears to be in context with the streetscene. The house has been carefully designed to take account of the massing of neighbouring properties and ensure that the building appears in context. The height, size, depth and massing are all considered to be in context with the prevailing character.

#### Parking and Highways

Barnet's Highways officers have worked with the applicant to revise the proposed parking layout. The scheme would now leave sufficient space for cars to manoeuvre and provide a sufficient number of spaces to meet Policy DM17 of Barnet's Development Management Policies.

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

All the objections raised have been addressed in the 'assessment of proposals' section above.

### **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 support the Council in meeting its statutory equality responsibilities.

### **7. Conclusion**

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

