

<b>Location</b>	<b>Finch Lodge 101 Bow Lane London N12 0JL</b>	
<b>Reference:</b>	<b>17/3904/FUL</b>	Received: 19th June 2017 Accepted: 7th July 2017
<b>Ward:</b>	Woodhouse	Expiry 1st September 2017
<b>Applicant:</b>	Andi Covaci and Dragos Colbeanu	
<b>Proposal:</b>	Subdivision of existing dwelling to provide additional dwelling involving part single, part two storey rear extensions, roof extension involving 2no rear dormer windows with juliette balcony, 4no conservation rooflights to front elevation. Associated amenity space, refuse and recycling store	

**Recommendation:** Approve subject to conditions

AND the Committee grants delegated authority to the Head of Development Management 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: EX01, EX02, EX03, PRO 01, PRO 02, PRO 04A, PRO 05A, SK8.

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 rear extensions shall match those used in the existing building.

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 two storey rear 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 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).

- 6 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.

- 7 Notwithstanding the details shown on the hereby approved drawings, the four rooflights hereby approved for the front roof slope shall be of a "conservation" type (with central, vertical glazing bar), set flush in the roof.

Reason: To safeguard the character and appearance of the Conservation Area in accordance with policy DM06 of the Development Management Policies DPD (adopted September 2012).

- 8 Prior to the first occupation of the two 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 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.

- 9 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.

- 10 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).

- 11 Prior to completion of the works, the proposed parking spaces within the parking area as shown in Drawing No. PRO 05 REV.A submitted with the planning application and the access to the parking area from public highway shall be provided and the access to the parking spaces shall be maintained at all time. The parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that the free flow of traffic and highway and pedestrian safety on the adjoining highway is not prejudiced 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.

- 12 Before the permitted development commences details of the refuse collection arrangements shall be submitted to and agreed by the Local Planning Authority.

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.

- 13 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A, B, C, D, E, F of Part 1 and Class C of Part 2 of Schedule 2 of that Order shall be carried out within the area of 101 Bow Lane hereby approved.

Reason: To safeguard the amenities of neighbouring occupiers, the health of adjacent TPO trees and the general locality in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012).

- 14 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).

- 15 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).

- 16 Within 3 months of this grant of permission The single storey outbuilding to the rear of the garden and all constituent elements shall be removed from the site prior to first occupation of the building and landscaped in accordance with approved plan PRO 05A.

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).

## **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 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](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 £00.00 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 £00.00 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 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 at the applicant's expense and is likely to be undertaken under the S278 Agreement of the Highways Act 1980.

- 4 Refuse collection points should be located within 10 metres 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.
- 5 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 4500.

## **Officer's Assessment**

### **1. Site Description**

The application site is located on the west side of Bow Lane which is dominated by detached and semi-detached dwellinghouses and large open green spaces situated at either entrance to the street, each associated with Finchley Memorial Hospital. The west side of Bow Lane is characterised with large pitched roofed semi-detached and detached properties, dating from the 1920s, with distinctive bay window and porch canopy designs. The materials employed are broadly uniformed except for no.97 which is at odds with the overarching character within the immediate vicinity of the applicant site.

The applicant site was a large 6.no bedroom property which was in need of repair following a vacant period of two years. Its front external façade remains largely in line with the original features. The adjacent property at no.99 has the appearance of being a recessed side extension, but actually forms a separate dwelling that has a two storey rear projection protruding 2.5m beyond the rear building line of the applicant site. It appears the ground floor left side front facing window is not original and was originally a garage. The subject property is not listed nor is it in a conservation area.

### **2. Site History**

Reference: 15/06886/FUL

Decision: Refused

Decision Date: 6 January 2016

Description: Extensions to roof involving 2 no front dormer windows, 2 no rear dormer windows and 2 no roof lights to the front elevation. Two storey rear extension. Conversion of single dwelling house into 5 no self-contained units

An appeal against the above was lodged and dismissed (Ref: APP/N5090/W/16/3143938)

Reference: F/03090/14

Decision: Approved subject to conditions

Decision Date: 5 August 2014

Description: Proposed single storey rear extension.

Reference: C03886B

Decision: Approved subject to conditions

Decision Date: 13.06.1973

Description: Erection of two-storey side extension to existing house and erection of a two-storey house adjoining.

### **3. Proposal**

Subdivision of existing dwelling house to provide two separate dwelling houses involving part single, part two storey rear extensions, roof extension involving 2no rear dormer windows with juliette balcony, 4no conservation roof lights to front elevation. Associated amenity space to the rear, refuse and recycling store and secure cycle parking is provided. One off-street parking space is also allocated.

Unit 1 would be 145sqm and have three bedrooms (One x 2 bed of 19sqm, one x 2 bed of 17sqm, and one x 1 bed of 11sqm). Rear private garden area of 82sqm.



Unit 2 would be 112sqm and have three bedrooms (One x 2 bed of 13.6sqm, one x 2 bed of 16.8sqm, and one x 1 bed of 9.9sqm). Rear private garden area of 72sqm.

#### **4. Public Consultation**

Consultation letters were sent to 60 neighbouring properties.

Five responses have been received, comprising four letter of objection (two from the same household), three letters of support and one letter of comment.

The objections received can be summarised as follows:

- Work has been continuing for some time
- Loss of privacy to habitable rooms to property behind
- Loss of a mature tree in the rear garden
- Creation of too many dwellings
- New parking pressures
- The parking methodology is flawed
- Property values could be affected

The representations received can be summarised as follows:

- Two houses are better than several flats
- The scheme is better than the previous one for five flats
- Query over the parking arrangements as no real gain in spaces

The letters of support can be summarised as follow:

- The house is better occupied than empty
- An improvement over the previous scheme

Highways Officer: No objections on highway grounds subject to conditions

#### **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 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

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

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

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS15.
- Relevant Development Management Policies: DM01, DM02, DM08, DM17.

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

#### Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted 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:

- The principle of the conversion to two units
- 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.
- The quality of the scheme for future occupiers
- Parking and highway considerations

### **5.3 Assessment of proposals**

#### **Principle of conversion**

Bow Lane is characterised by single family dwellings and therefore the principle of the proposed is not considered to be at odds with the defining street character or the aims of policy DM01 which aims to protect single family dwellings on streets characterised by such. The conversion of a property with six bedrooms to two three bedroom houses is considered suitable and appropriate. This also addresses the intensification of a site, which in this case is deemed acceptable as it does not propose a significant change in the type of use on site, or the addition of new bedrooms.

#### Impact on the character of the area

The proposal will maintain the architectural and visual character of the existing front external façade. The external façade is an intrinsic and defining element of the character and appearance of the streetscene and the applicant site and the alterations confirm that there will be no harm to the existing visual aesthetic and no visible reference points indicating an internal subdivision from the front façade. The only alteration to the front elevation is the introduction of four rooflights. These will be 'conservation style', with flush fit to the roof slope and a central metal glazing bar within each.

Although the property will be sub-divided into two separate houses, this will not be materially evident from the front. To the rear the garden will be sub divided into two plots, divided by a timber fence. This will not be materially harmful but a good landscaping scheme will ensure that the sub division will be more discrete and less visible from neighbours. The sub divided rear gardens will remain sufficiently large for each property. That to 101A would have an area of 69.12sqm and an average width of 4.8 metres, whilst the garden of 101B would have an area of 75.56sqm and an average width of 4.6 metres. In order to retain the character and appearance of a single dwelling house, the single front door is retained and the two separate entrances to the units are within the inside lobby.

The rear ground and first storey (infill) extension accords with the established character of the area, particularly when considering the extension at the adjacent property at no.99 is deeper, by 1.5 metres. The existing ground floor is extended back by 1 metre and is acceptable on character grounds. The first floor is extended by infilling the space between the existing addition and that to 99 Bow Lane, but only to the depth of the addition.

The rear dormers would be broadly acceptable on character grounds, and have been set-in further on both sides by 0.2m. Fenestration on the first floor and on roof dormers has been better proportioned and in the case of the first floor, now relates more to the existing window design on the ground floor. The materials will match (secured by condition) with tiles to the roof, reuse of facing brick to the rear, and timber glazing bars.

It is considered that policy DM01 is upheld and that the development proposals respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

#### Impact on the amenities of neighbours

The proposal is broadly acceptable on amenity grounds and it is not considered that it would harm the amenity of neighbouring occupiers. The only significant issue was the depth, size and proximity of the ground floor rear extension to the neighbouring property at no.103. The 6m deep extension has been reduced to 4.5m and the addition only extends rearwards, and not sideways to retain a 2m gap to the boundary. This will protect amenity to 103. The extensions at ground and first floors will have no impact on 99, since they will sit in the lee of the larger neighbour extension.

The proposed rear extensions will be 28 metres away from the closest facing windows to 33 Holdenhurst Avenue, and 15 metres away from the rear boundary fence and which therefore complies with policy.

There was a substantial tree in the rear garden of the subject site but this has been removed. Psychologically this could make the neighbours to the rear feel more exposed and their privacy removed. The changes also affect the green garden quality of the area. It is recommended a landscaping condition is attached were the scheme approved, to alleviate some of this loss.

There is presently a large timber shed in the rear garden installed shortly after the applicants purchased the site. This extends the full width of the garden and is an overly dominant feature. This should be removed, and the amended garden plan now shows its absence. It is overly large and it is not clear in any event how one shed is divided internally between two households. The amended block plan/landscape plan clearly shows this removed and replaced by planting.

#### **The quality of the scheme for future occupiers**

The London Plan (2016) and Barnet's policies and Sustainable Design SPD (Oct 2016) set out the minimum quality requirements for residential units. The overall internal floor areas comply with policy with the units being 145sqm and 112sqm respectively. The internal room spaces comply with policy in terms of floor area and room width. Unit 2 has a smaller living room but this compromised by the existing design and retention of the internal staircase; however the dining-kitchen area complies comfortably for a three bedroom unit.

All habitable rooms to both units will have good levels of light, outlook and aspect. Section 2.3 of the Sustainable Design and Construction SPD (2016) states that for houses with six habitable rooms there should be a minimum of 70m<sup>2</sup> of outdoor amenity space. The rear garden is sub divided with 82sqm allocated to Unit 1 and 72sqm allocated to Unit 2. Both gardens therefore comply with policy standards. The front areas will be part soft landscaped and the brick front boundary wall and gate retained. Refuse and recycling storage for each unit will be located to the front.

### **Parking and highway considerations**

The subject site lies outside a Controlled Parking Zone (CPZ) and has a PTAL rating of 2 which is considered to be poor accessibility.

The Highways Officer has examined the scheme. For a proposal such as this the parking requirement would be between 2-3 car parking spaces. The existing car parking space is to be retained, together with the crossover. The applicant has provided a parking survey of the road in accordance with

the 'Lambeth Council Parking Survey Guidance Note'. Lambeth Council's parking survey methodology is the most established guidance document for parking studies within London. The focus of the survey area was Bow Lane, extending 130 metres to the north to its junction with Granville Road and 200 metres to the south to its junction with Clifton Road. In accordance with guidance, a parking survey for a residential development in a residential area should be undertaken on weekday, overnight between 00:30hrs and 05:30hrs. This is a time period when residential parking is anticipated to be highest as residents will be at home. This demonstrated that there is a parking stress of 65.9% and with the additional possible overspill of vehicles from the proposed development that would increase to 67%. Resident objections refer to up to eight additional car parking spaces being required. There is no evidence for this as it assumes each of the bedrooms would be let out individually. Since the application is for two houses this is not possible as would require permission (Article 4). The proposed is therefore acceptable on highways grounds as it appears that Bow Lane would be able to accommodate the possible overspill of 2 vehicles. The Highways Officer has no objection to the proposed arrangement subject to conditions.

A minimum of 4 cycle parking spaces, in accordance with the London Plan Cycle Parking Standards, needs to be provided. Each of the rear gardens will provide secure storage for two cycles stands.

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

The neighbour concerns are covered within the report.

### **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, and the wider locality. The development is not considered to have an adverse material impact on the amenities of neighbouring occupiers. This application is therefore recommended for conditional approval.

