

Location **Dersingham Road Garage Dersingham Road London NW2 1SP**

Reference: **17/3678/FUL**

Received: 8th June 2017

Accepted: 19th June 2017

Ward: Childs Hill

Expiry 14th August 2017

Applicant: Mr Christos Tsentas

Proposal: Demolition of existing buildings. Erection of a three-storey building including a (D1 use) unit at ground floor level. Basement level car parking, plant housing and individual storage units to accommodate 9no self-contained flats at ground, first and second floor levels with associated Juliet balconies to elevations and roof terrace. Associated hard and soft landscaping, amenity space, cycle storage and refuse and recycling storage

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/her 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:

- P-000 (Site Location Plan)
- P-001 (Existing Site Plan)
- P-002 (Existing Ground Floor Plan)
- P-003 (Existing First Floor Plan)
- P-004 (Existing Roof Plan)
- P-005 (Existing East Elevation)
- P-006 (Existing South Elevation)
- P-007 (Existing West Elevation)
- P-008 (Existing North Elevation)
- P-009 (Existing Long Elevation)
- P-010 (Existing Cross Section)

- P-101 A (Proposed Site Plan)
- P-102 (Proposed Basement Plan)
- P-103 (Proposed Ground Floor Plan)
- P-104 A (Proposed First Floor Plan)
- P-105 A (Proposed Second Floor Plan)
- P-106 B (Proposed Roof Plan)
- P-107 B (Proposed East Elevation)
- P-108 B (Proposed South Elevation)
- P-109 (Proposed West Elevation)
- P-110 B (Proposed North Elevation)

P-111 B (Proposed Long Section)
P-112 (Proposed Cross Section)

Daylight/ Sunlight (received 08.06.17)
Design and Access Statement (received 08.06.17)
Design and Access Statement Addendum (received 10.10.17)
Land Contamination Assessment (received 08.06.17)
Noise Impact Assessment (received 08.06.17)
Planning Statement (received 08.06.17)
Structural Survey (received 08.06.17)
Sustainability Appraisal (received 08.06.17)

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) Prior to the commencement of use, details regarding the proposed D1 use shall be submitted to and approved in writing by the Local Planning Authority.
- b) The premises shall be used for the approved D1 use as submitted and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area and to safeguard the amenities of occupiers of adjoining residential properties.

- 4 The D1 use as approved hereby permitted shall not be open to members of the public before 09:00 or after 17:00 on weekdays or before 09:00 or after 13:00 on Saturdays. The use is not permitted to be open on Sundays and Public Holidays.

Reason: To safeguard the amenities of occupiers of adjoining residential properties.

- 5 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF

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

6 No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics 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 Demolition and Construction Management and Logistics 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. Staff travel arrangement;
- ix. details of contractors compound and car parking arrangements needs to be provided;
- x. Details of interim car parking management arrangements for the duration of construction needs to be provided;
- xi. Provision of a competent banksman;
- xii. Details of a community liaison contact for the duration of all works associated with the development needs to be provided.
- xiii. There is a school and a pedestrian crossing in close proximity of the site therefore no construction related traffic will avoided during the drop off and pick up times and any deliveries shall take into account the operational hours of the School.

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 Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential

contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2015.

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

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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

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

- 9 a) Before development commences, a scheme of proposed air pollution and ventilation mitigation measures as designed by a fully qualified consultant shall be submitted to and approved in writing by the Local Planning Authority.
- b) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality from in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.3 of the London Plan.

- 10 Notwithstanding the plans submitted, prior to the commencement of the development, gradient for the access ramp leading to the basement car parking area, car park layout, and the car ramp warning (signal control) system, including maintenance contract details, together with headroom clearances along the ramp and within the parking area and the access to the parking area from public highway shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved details.

Reason: In the interests 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.

- 11 Prior to occupation of the development, the basement parking as shown on Drawing No. P-102 and the access to the parking area from public highway shall be provided. Thereafter, 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 adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic 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 Prior to occupation of the development full details of the electric vehicle charging points to be installed in the development shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include provision for not less than 20% of the approved residential parking spaces to be provided with active electric vehicle charging facilities and 20% passive electrical charging facility. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

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

- 13 Prior to occupation of the development, Cycle parking spaces shall be provided in accordance with London Plan cycle parking standards 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 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.

- 14 Prior to occupation of the development details of the refuse collection arrangements shall be submitted to and approved in writing 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.

- 15 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 occupied.

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.

- 16 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments and roof terrace balustrade, 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).

- 17 The level of noise emitted from the ventilation plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

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

- 18 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).

- 19 Prior to the erection and installation of photovoltaic panels, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. Calculations demonstrating the additional carbon emission reductions that would be achieved through the provision of additional panels shall also be submitted. The development shall be carried out and constructed in accordance with the approved details.

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 CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

- 20 No deliveries shall be taken at or dispatched from the site on any Sunday, Bank or Public Holiday or before 08:00 am or after 19:00 p.m. on any other day.

Reason: To prevent the use causing an undue disturbance to occupiers of adjoining residential properties at unsocial hours of the day.

- 21 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).

- 22 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.

- 23 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.

- 24 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (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 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 25 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 35% 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 Polices document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 26 No works on public highway as a result of the proposed development shall be carried out until detailed design drawings have been submitted and approved by the Highway Authority and works shall only be carried out in accordance with the approved plans. The applicant will be expected to enter into with the Highways Authority under Section 278 Agreement of the Highways Act, for works affecting public highway including creation of new accesses and reinstatement of the existing accesses and consequential damage to public highway as a result of the proposed development.

Reason: To ensure that the works on public highway are carried out to the satisfaction of the highway authority 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.

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.

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 £44,730 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 £93,150 payment under Barnet CIL.

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

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the

Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

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

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

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

Relief or Exemption from CIL:

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

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

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

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

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

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

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

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

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

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

- 4 If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
- 5 Any highway approval as part of the planning process for the alteration to the existing access/crossovers or 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. Please note, reinstatement of redundant crossovers, any relocation of street furniture, lighting column or amendments to parking bays affected by the proposed works would be carried out under a rechargeable works agreement by the Council's term contractor for Highway Works. An estimate for this work could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.
- 6 Proposal for any traffic management for temporary works on public highway to facilitate construction Works will require the applicant to consult the Highway Authority prior to commencing any works on highway. Please contact Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ for further information.
- 7 Any details submitted in respect of the Demolition Construction and Traffic Management Plan (DCMP) above shall control the hours, routes taken by delivery and construction vehicles, delivery arrangements (ensure that deliveries do not coincide and vehicles are not kept waiting and parked up on public highway causing obstruction), means of access and security procedures including provision of Banksman where required for managing construction traffic to and from the site and for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the

provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site where necessary on or adjacent to the site. The applicant is also advised that the site is located in close proximity of a school and pedestrian crossing and therefore the deliveries would need to be arranged outside the school pickup and drop off times if applicable.

- 8 The applicant is advised that the development is located on or near a Strategic Road Network (SRN)/Transport for London Road Network (TLRN) and is likely to cause disruption. The Traffic Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence.
- 9 The applicant is advised that for construction works adjacent or affecting the public highways, the council's First Contact should be contacted on 0208 359 2000 for any necessary Highways Licenses or any highway approvals deemed necessary.
- 10 The applicant should apply for a Habitual Crossing License for construction vehicles to use the existing crossover. An application for this license could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.
- 11 The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance towards any damage to the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic related to the proposed development. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.
- 12 The applicant is advised that an application under the Highways Act (1980) will need to be submitted for any works proposed on public highway to facilitate the development. The works on public highway shall either be carried out under S184 or S278 of the Highways Act (1980). As part of the application, the applicant shall submit proposed design and construction details to Development Team for approval. The applicant is also advised that any consequential damage to public highway as a result of the development proposal shall be borne by the applicant.

The applicant is advised that photographic survey shall be undertaken of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section - Development and Regulatory Services, London Borough of Barnet, Barnet House, 1255 High Road, Whetstone N20 0EJ

- 13 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.

- 14 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.
- 15 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
 - 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
 - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
 - 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
 - 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
 - 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
 - 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.
- 16 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

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

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

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

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

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

Officer's Assessment

1. Site Description

The application site is located on the western side of Dersingham Road between the junctions with Cricklewood Lane and Caddington Road, within the ward of Childs Hill.

The site consists of an old petrol filling station with a covered forecourt. Around the edges of the site are a number of single and two storey buildings that accommodate workshops and office facilities. The site is currently used for the service/maintenance and repair of 'black cabs'.

Within the context of the site, there is a terraced row of residential dwellings to the north with long rear gardens backing onto the site. To the west is a three storey flatted development, accessed off Douglas Mews and to the south is a two storey parade with commercial units on the ground floor and residential flats above. Opposite the site to the east, is Childs Hill Primary School.

Dersingham Road is predominately residential area comprising of two storey terraced and semi-detached dwellings. Cricklewood Lane to the south is of a more mixed character with commercial units and residential flatted development.

2. Site History

Reference: 15/02053/FUL

Address: Jacabs Ltd, Dersingham Road Garage, Dersingham Road, London, NW2 1SP

Decision: Approved subject to conditions

Decision Date: 7 August 2015

Description: Erection of a three-storey detached building comprising of 57.2sqm of class D1 (Medical Unit) at ground floor level and 7no. self-contained flats with basement parking, associated landscaping and amenity space, storage areas, cycle and refuse storage following demolition of existing buildings.

Reference: C00839H/06

Address: Dersingham Road Garage Dersingham Road London NW2 1SP

Decision: Refused

Decision Date: 9 August 2006

Description: Demolition of existing building. Erection of three-storey building comprising of a surgery (Class D1) at ground floor level and 9No. self-contained flats at ground, first and second floor levels. Basement parking and communal garden at roof level.

Reference: C00839G/05

Address: Dersingham Road Garage Dersingham Road London NW2 1SP

Decision: Withdrawn

Decision Date: 19 April 2006

Description: Demolition of existing building. Erection of a four-storey building comprising of a surgery (Class D1) at ground floor and 10 no. self-contained flats at ground, first, second and third floors. Basement parking and communal garden at roof level.

3. Proposal

The application seeks the redevelopment of the site, involving the demolition of the existing buildings on site and the construction of a part two, part three storey building with basement level, to provide a D1 (Non-residential institutions) unit on the ground floor, 9no. self-contained flats and associated parking, storage areas, amenity space and refuse storage.

The proposed building would measure approximately 20m in width across the site, a total depth of approximately 32m and a height of approximately 10m. The proposed D1 unit would measure 69sq.m. At this stage it is not yet known what precise D1 use will occupy this unit but it is anticipated that a use such as a clinic, health centre or day centre would be most likely user. In terms of the proposed residential units, the proposal would provide 2 x 1 bedroom units, 4 x 2 bedroom units and 3 x 3 bedroom units.

A number of amendments have been made during the course of the application, including:

First Floor

- The outdoor space of Unit 103 has been increased.

Second Floor

- Three portions of the proposals north-facing top mass have been reduced, to form a set-back second floor level.
- Internal layouts of units 203 and 205 have been re-configured to 2b3p and 2b4p flats.

Roof Level

- Addition of roof-terrace as a shared outdoor amenity space, which is set-back from each elevation and will be enclosed by a 1.5m high balustrade and planters.

4. Public Consultation

Consultation letters were sent to 116 neighbouring properties. The application was subject to a period of re-consultation following the submission of amended plans.

7 responses have been received, comprising 7 letters of objection. A number of submitted representations have been submitted on behalf of a number of residents and have been signed with email addresses. However, these representations are only considered as one objection as the Council has no way of knowing that these names are valid and would need to be submitted individually to count as separate objections.

The objections received can be summarised as follows:

- Loss of employment;
- Proposal is higher and wider than previous approval which makes the development out of character;
- Concern over precise use of business unit and associated noise and traffic;
- Over-provision of GP practises;
- 13no. new windows are being installed along the north elevation which will cause overlooking;
- Overlooking to neighbouring properties;
- Loss of light / overshadowing;
- Addition of new units will add to the parking pressure;
- Future occupiers should not be entitled to parking permits;

- Increase in traffic, impact on traffic safety and associated noise;
- Insufficient parking provision to serve future occupiers;
- Impact of contamination from previous uses.

Consultee Responses

Environmental Health - No objection subject to conditions.

Traffic and Development - No objection 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, CS4, CS5, CS9, CS10, CS15.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM13, DM14, DM17.

Supplementary Planning Documents

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

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of 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;
- Adequate provision of accommodation for future occupiers;
- Highways and parking provision; and
- Other material considerations.

5.3 Assessment of proposals

A previous application was granted planning permission in 2015 (reference 15/02053/FUL) for the erection of three-storey detached building comprising of 57.2sq.m of Class D1 (Medical Unit) at ground floor level and 7no. self-contained flats.

Principle of development

The loss of the existing employment use on the site has been justified and accepted through the previous planning permission mentioned above. A period of active marketing was undertaken and the evidence submitted was considered to meet the requirements of Barnet policy DM14. The redevelopment of the site was accepted with a mix of one small business unit (57.2sqm) and 7no. residential units. The existing site employed two members of staff and the approved medical unit would provide employment for two staff. As a result, the approved scheme resulted in no net loss of employment.

An employment element would be retained within the site and is larger (69sq.m) than previously provided which is welcomed by the Planning Authority. However, the submitted Planning Statement states that no specific D1 use has been identified at this stage. Previously a medical centre was proposed and it is envisaged that a use which is similar in nature would occupy this unit. The submitted Planning Statement states that the unit would naturally lend itself to clinics, health centres, day centres etc and not the larger, more intensive D1 uses such a museum, library or hall. In order to control the potential uses, a condition has been attached which seeks that further details of the proposed D1 use are to be submitted and approved to the Planning Authority before occupation of the site. A separate condition has been attached which limits the hours of use of the unit. In this instance, this is considered to be appropriate and will allow the Planning Authority to assess the suitability of any future use of the unit. It was raised within the submitted representations that there are existing medical practices within the surrounding area and the provision of another unit would be an over-supply and lead to increased competition. While competition is not a planning issue, it has to be noted that the previously approved scheme was for the provision of medical unit. The proposed unit is only marginally larger than the unit previously approved and as such given that a similar use occupies the site, it is not expected to result in an additional noise/disturbance compared to the previously approved scheme.

The other element of the scheme is the provision of residential flats. Barnet policy DM01 states that the provision of flats in roads characterised by houses will not normally be appropriate. This part of Dersingham Road is considered to have a fairly mixed character, with the application site located between two different areas of Cricklewood Lane and Caddington Road. In this instance, the site was considered to have a stronger link with Cricklewood Lane where there are a large number of flatted properties and as such, the introduction of flats on this site was not considered to be detrimental to the character of the surrounding area.

The proposed mix of units is considered to be acceptable.

Impact on the character and appearance of the site, streetscene and wider area

Barnet policy DM01 expects that development proposals should be based on an understanding of local characteristics and should respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. It is stated within Barnet's Residential Design Guidance SPD that respecting local character does not necessarily mean replicating it; however, great care should be taken when incorporating contemporary design into existing urban fabric

In considering the existing character and context, the site consists of a mixture and variety of building designs and heights, ranging from single to two storey buildings and a covered forecourt. These structures occupy a large majority of the site, with an area of open hardstanding located centrally within the site. It is acknowledged that the existing buildings do not contribute to or enhance the appearance of the area. Surrounding the site, there are two differing character areas. Cricklewood Lane consists of a mixed character comprising 2-4 storey buildings, differing architectural styles and mixed commercial and residential uses. Whilst further along Dersingham Road and the adjacent Caddington Road, there is a strong traditional character of two storey semi-detached and terraced residential dwellings.

The application site can be identified as being located in the middle of these two areas, acting as a gap or transitional site. Whilst there are the differing character styles in the area, it can be generally assumed that there is a common arrangement with the fronts of buildings lining the street and private spaces located at the rear of the site.

The proposal comprises of a three storey building with a small two storey element at the rear (west) of the site. The layout of the building is arranged in a broad 'T' shape with the larger massing sited towards the eastern side of the site fronting onto Dersingham Road, with the rear section having a narrower, staggered layout. The scheme proposes a modern modular design, with flat roof, large glazing fenestration and brick detailing.

Assessing the scheme, the proposal would introduce a new building which would sit forward of the existing building line along the pavement edge and would occupy the entire width of the site along Dersingham Road. This approach was accepted during the previous application as the building line would not project beyond the established building lines formed by the side elevation of the end properties on Cricklewood Lane and Caddington Road.

In terms of scale, massing and height, the proposed development would represent an increase of all these aspects in relation to the existing buildings on site and the previously approved development. In terms of height, the submitted drawings illustrate that the proposed building would only be higher by approximately 1m than the approved building.

Having reviewed this detail and taking into account that the overall height would not exceed the height of surrounding buildings; it is considered that the additional increase would not result in a building that would appear out of scale with the adjacent buildings. The proposed first and second floors are stepped in from the side boundaries and as the building projects further back, the set-back increases away from the side boundaries. Along the eastern part of the site, the building would be constructed along the boundary and towards the rear, the building would measure 1.5m and 4m on the first and second floors respectively from the northern site boundary. The provision of stepped elements is considered to reduce the overall visual bulk of the building.

With regards layout and massing, the proposal would occupy a large proportion of the site with areas of relief and landscaping to the north and south of the central sited rear element. It is considered that the larger eastern element in terms of siting, layout and massing would appear to be acceptable. The more significant change is the introduction of additional mass and bulk within the rear element of the proposal which stretches to the rear boundary of the site. Following lengthy discussions with the agent/applicant, three elements of the second floor along the northern elevation have been further reduced by approximately 1m. It is considered that this reduction has a much improved visual appearance in terms of the buildings bulk and also its appearance within the streetscene.

In terms of external appearance, the proposal is of a modern modular design which would be a stark contrast to the more traditional appearances of the surrounding buildings. In terms of suitability, it is acknowledged that brick is a common element among buildings along Cricklewood Lane and is considered to be an appropriate material. The scheme incorporates a uniformity of layout of windows on the front elevation which is considered to create an acceptable visual appearance. Brick detailing has been incorporated to help break up the visual massing of the building.

Overall, It is considered that, while the proposal is of a contemporary modular design, following a number of amendments, the design, scale, height, bulk and mass of the proposed development is appropriate and responds to the site's context and surrounding area.

Impact on amenity of neighbouring occupiers

Barnet policy DM01 states that schemes which significantly harm the amenity of neighbouring occupiers will be refused. The Residential Design Guidance SPD provides further details on how privacy of neighbouring occupiers can be protected. Privacy can be safeguarded by achieving adequate window to window, or window to balcony distances between buildings (both existing and proposed). In new residential development there should be a minimum distance of about 21m between properties with facing windows to habitable rooms to avoid overlooking, and 10.5m to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

In terms of potential impacts, it is considered that the neighbouring dwellings properties to the north, south and west have the potential to be impacted by the proposed development. These consist of two storey dwellings to the north, first floor residential flats to the south and a three storey flatted development to the west.

In terms of the impact to the properties to the north, the long rear gardens provide a separation distance of approximately 24.5m between windows of habitable rooms which would comply with the SPD requirements. However, the distance to the neighbouring

garden is measured at only 2-3m. This element of the scheme attracted the most discussions between parties as to whether the associated impact could be successfully overcome. The proposed second floor was further reduced in terms of footprint and set away from the neighbouring boundary which is considered to help reduce any overbearing impact. The overall mass and bulk is considered to be acceptable given the long gardens of the northern property and as such the overbearing impact is considered to be less. In order to overcome the overlooking impact, the design of the northern elevation incorporates windows which are either positioned at a high level at head height or are hidden behind brickwork screens which act like obscure glazing. The agent has submitted a number of drawings and visualisations which illustrate that the high level windows would remove any direct overlooking impact. A number of the northern facing rooms have been provided with side windows but these are only considered to offer oblique views of the neighbouring properties and would not result in any detrimental harm of overlooking.

To the south, there are residential units above ground floor level. The side elevation of the front block would measure approximately 10m from the rear elevation of the units on Cricklewood Lane. This was a similar distance on the approved scheme and as such this is considered to be acceptable. The proposal would increase the depth of this section compared to the previous scheme by 3-4m. However, the separation distance is not considered to have an overbearing impact on the properties to the south. The agent has identified that the closest windows (10m away from the boundary) that face onto the application site are non-habitable rooms (less than 13sq.m) and any habitable rooms are set further back at 14m from the boundary. It is measured that there would be a 21m separation distance between the closest facing habitable room windows which would meet the policy guidance requirements.

To the west there is a three storey flatted development which is sited further south of the proposed development. The large area to the north of this block is currently in use as a car park. Any proposed windows on the western elevation would overlook the car park. Those windows proposed on the western elevation of the main block would have a distance of 21m. It is not considered that this flatted development would be adversely impacted by the proposed development.

With regards the roof terrace, this has been set-back from the side edges of the building at sufficient distance to avoid any overlooking or perceived element of overlooking. Section drawings have been provided which show the relationship to both the north and south.

Provision of adequate accommodation for future occupiers

In terms of the amenity for future occupiers, the Planning Authority expects a high standard of internal design and layout in new residential development in order to provide an adequate standard of accommodation. Table 3.3 within policy 3.5 of the London Plan 2016 provides minimum spaces standards for new dwellings. The proposed scheme consists of the following units:

Level	Use	Area (m ²)	Private Amenity (m ²)	Shared Amenity (m ²)
Ground	3-bed duplex	113	42	-
	3-bed duplex	113	42	-
	3-bed duplex	115	44	-
First	1-bed	58	5	9
	1-bed	61	5	9
	2-bed	81	6	9
Second	2-bed	78	8	9
	2-bed	98	10	9
	2-bed	96	35	-

All of the above proposed units would exceed the minimum space standards and would provide dual aspects outlooks. Officers had expressed concerns regarding the northern facing rooms as to whether they would receive adequate outlook with high level windows and natural light. Following discussions with the agent/applicant, additional amendments have been made to these rooms and additional drawings and visualisations have been provided to satisfy raised concerns. Each of the units would be provided with private amenity spaces and would have access to a communal area on the roof terrace. The provision of outdoor amenity space is considered to be acceptable in this instance.

Highways and parking provision

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

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

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

Based on the above parking standards the parking requirement for the proposed development is calculated as follows:

2x1b	a range of 0.0 to 1.0	0.0 to 2.0 spaces required
4x2b	a range of 1.0 to 1.5	4.0 to 6.0 spaces required
3x3b	a range of 1.0 to 1.5	3.0 to 4.5 spaces required

This equates to a parking provision range of between 7.0 and 12.5 spaces to meet the requirements of Policy DM17. The site has a PTAL rating of 3 which is considered to be a moderate level of accessibility. The site is located within a one hour Controlled Parking Zone (CPZ) which operates from Monday to Friday 10am to 11am and payment parking is in operation on Dersingham Road in the vicinity of the site which operates from Monday to Friday 9am to 5.30pm with a maximum stay of 1hr30mins. The proposal provides 10 parking spaces within the basement car park. The Council's Traffic and Development service has assessed the proposed development and comments that taking into consideration of the above factors and that the site is located within a walking distance of a

town centre location close to local amenities, the proposed parking provision is in accordance with policy DM17.

Other material considerations

Accessibility and sustainability

The proposal includes the provision of a lift which would meet the requirements of M4(2) of the Building Regulations where step free access is required. This would comply with policy 3.5 of the London Plan. A condition is inserted to ensure the development is constructed to M4(2) standards.

Policy 5.15 of the London Plan also seeks to ensure that new developments minimise the use of mains water. A condition is attached which would seek that all units have been constructed to have 100% of the water supplied through a water meter, to include water saving and efficiency measures and to limit a maximum of 105 litres of water to be consumed per person per day.

The development would also be expected to demonstrate a reduction of carbon dioxide emissions. The applicant has submitted a sustainability statement which states that the development will achieve a 35% reduction in carbon dioxide emissions.

Contamination

A contamination report has been submitted as part of the proposal. The Environmental Health service has reviewed the application and consider that subject to a suitable condition, there are no in principle objection to the proposed development.

5.4 Response to Public Consultation

Loss of employment - Addressed within assessment of report.

Proposal is higher and wider than previous approval which makes the development out of character - Addressed within assessment of report.

Concern over precise use of business unit and associated noise and traffic - Addressed within assessment of report.

Over-provision of GP practises - Addressed within assessment of report.

13no. new windows are to be installed along the north elevation which will cause overlooking - Detailed and lengthy discussions have been held between officers and the agent/applicant regarding this element of the scheme. The use of high level windows is not considered to result in a significant level of harm.

Overlooking to neighbouring properties – It is not considered that the proposal would result in any significant harm in terms of overlooking.

Loss of light / overshadowing - The proposed design and layout is not considered to result in any significant harm of loss of light or overshadowing.

Highways and parking - Assessed within assessment of report. The Council's Traffic and Development service has raised no objections to the proposed development. As the

proposal complies within the parking requirements of Barnet policy DM17, there is no need to restrict future occupiers from obtaining residential parking permits. Visitor parking is not assessed as part of the application.

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.



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