

Location **452 Finchley Road London NW11 8DG**

Reference: **18/0726/FUL** Received: 1st February 2018
Accepted: 13th February 2018

Ward: Childs Hill Expiry 10th April 2018

Applicant: N/A

Proposal: Roof extension to existing building comprising of an additional fourth floor level to provide 1no self-contained flat

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:

1509-EX-154 (Existing Roof Plan)
1509-EX-160 (Existing West Elevation)
1509-EX-161 (Existing South Elevation)
1509-EX-162 (Existing East Elevation)
1509-EX-163 (Existing North Elevation)

1509-PL-200 (Site Plan)

1509-PL-251 (Car Park and Entrance Level)
1509-PL-252 (Upper Ground and First Floor)
1509-PL-253 (Second and Third Floor)
1509-PL-254-C (Fourth Floor and Roof Plan)

1509-PL-260-B (Proposed West Elevation)
1509-PL-261-A (Proposed South Elevation)
1509-PL-262-B (Proposed East Elevation)
1509-PL-263-B (Proposed North Elevation)

1509-PL-265-B (Proposed West Elevation)
1509-PL-266-A (Proposed South Elevation)
1509-PL-267-B (Proposed East Elevation)
1509-PL-268-B (Proposed North Elevation)

Daylight & Sunlight to Neighbouring Buildings & Proposed Accommodation:
Addendum Report (dated February 2017)

Planning Statement (dated 01.02.2018)

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

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

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

- 3 a) No development 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.

- 4 a) No development or site works shall take place on site until a 'Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. details of interim car parking management arrangements for the duration of construction;
- x. details of a community liaison contact for the duration of all works associated with the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

5 a) The approved residential unit shall not be occupied until details of the means of enclosure for the fourth floor terrace 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).

6 The flat roof surrounding the fourth floor level (with the exception of the illustrated terrace area) 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).

7 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.

8 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.

- 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.

Informative(s):

- 1 In accordance with paragraphs 186-187, 188-195 and 196-198 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

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

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

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

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

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

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

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

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

Relief or Exemption from CIL:

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

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

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

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

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

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

Please

visit

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

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

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

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

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

Officer's Assessment

1. Site Description

The application site lies at the junction of Finchley Road and Hermitage Lane, which forms part of a cross-roads junction, which includes Cricklewood Lane. The site previously consisted of a vacant set of buildings part occupied by a public house and associated hotel. The site is currently under redevelopment for a four-storey building plus basement comprising of commercial space and 13no. residential units.

The site is located in an area of mixed use and mixed character. To the rear of the site is Elm Park. To the north and west of the site are significant residential tower blocks which dominate the local street scene in the immediate locality. Hermitage Lane and Cricklewood Lane consist of lower level buildings arranged over three storeys. Land levels change significantly around the site. Cricklewood Lane rises from west to east to the junction of Finchley Road where the site is located and the site is visually dominant in long distance views along Cricklewood Lane.

The site is not located in a Conservation Area and there are no statutory listed buildings which may be affected by the proposed development. The park at the rear contains trees subject to a Tree Preservation Order (TPO).

2. Site History

Reference: 18/0725/S73

Address: 452 Finchley Road, London, NW11 8DG

Decision: Pending consideration

Decision Date: N/A

Description: Variation of condition 1 (Plan Numbers) pursuant to planning permission 16/1974/FUL dated 03/02/2017 for 'Redevelopment of the site comprising five-storey building to provide offices and retail shops at upper and lower ground floor levels and 13no residential units at first, second and third floor levels, with parking at lower ground/part-basement level, cycle storage, refuse storage. Solar panels to roof. 'Amendments include internal alterations to the layout of the approved units, provision of additional lobbies to 2 residential units at ground floor level, alteration of the alignment of the lower ground floor level, provision of fixed fanlights to windows above ground floor level on east, south and west elevations and realignment of main entrance door.'

Reference: 17/2291/NMA

Address: 452 Finchley Road, London, NW11 8DG

Decision: Refused

Decision Date: 18.05.2017

Description: Non-material amendment to planning permission 16/1974/FUL dated 03/02/17 for 'Redevelopment of the site comprising five-storey building to provide offices and retail shops at upper and lower ground floor levels and 13no residential units at first, second and third floor levels, with parking at lower ground/part-basement level, cycle storage, refuse storage. Solar panels to roof. 'Amendments include alterations to fenestration to west, south and east elevations to introduce fanlights.'

Reference: 16/1974/FUL

Address: 452 Finchley Road, London, NW11 8DG

Decision: Approved following legal agreement

Decision Date: 03.02.2017

Description: Redevelopment of the site comprising five-storey building to provide offices and retail shops at upper and lower ground floor levels and 13no residential units at first, second and third floor levels, with parking at lower ground/part-basement level, cycle storage, refuse storage. Solar panels to roof

Reference: F/03607/14

Address: 452 Finchley Road, London, NW11 8DG

Decision: Approved following legal agreement

Decision Date: 31.10.2014

Description: Demolition of the existing building and erection of a four-storey building plus basement comprising of 9no. self-contained flats with B1 (a) (Office space) at ground floor level. 13 car parking spaces, secure cycle parking and refuse stores at basement level. Alterations to increase width of access road.

Reference: F/05428/13

Address: 452 Finchley Road, London, NW11 8DG

Decision: Refused

Decision Date: 24.06.2014

Description: Demolition of the existing building and erection of a six-storey building over a basement level to provide 13 self-contained units. Including B1 (Office space) at ground floor level. New car parking spaces, cycle parking, provision of refuse stores and alterations to increase width of access road.

Appeal reference: APP/N5090/W/14/3001633

Appeal Decision: Appeal dismissed

Appeal Decision Date: 03.07.2015

Reference: F/01393/13

Address: 452 Finchley Road, London, NW11 8DG

Decision: Refused

Decision Date: 11.07.2013

Description: Demolition of the existing building and erection of a six-storey building over a basement level to provide 13 self-contained units. Including A1 (retail) and B1 (Office space) at ground floor level. New car parking spaces, cycle parking, provision of refuse stores and alterations to increase width of access road.

3. Proposal

The application seeks consent for the erection of an addition fourth floor level to provide 1no. self-contained unit. The proposed unit would be a two-bedroom 4-person unit measuring approximately 148sqm. There are no other proposed alterations to the existing building as part of this application.

The proposal has been amended during the course of the application to include:

- Reduction in footprint from the front (west) and side (north) elevations.

4. Public Consultation

Consultation letters were sent to 345 neighbouring properties.

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

The objections received can be summarised as follows:

- overdevelopment;

- additional bulk/massing is out of character in terms of appearance and is overbearing;
- loss of privacy in terms of overlooking;
- loss of light
- obstruction to the view and in general light to the park and surrounding housing
- increased traffic and parking pressure;
- air and noise pollution.

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.

The London Plan is currently under review. Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the adopted London Plan

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS9, CS13, CS15
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM17

Supplementary Planning Documents

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

5.2 Main issues for consideration

The main issues for consideration in this case are:

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

5.3 Assessment of proposals

There has been a varied planning history on this site which proposed various scales and forms of development.

In 2014, a planning inspector dismissed an appeal (LPA reference F/05428/13) for the erection of a six-storey building over a basement level. Due to the varying levels and heights across the site, it was commented that the proposal had an overall impression of seven floors from certain views. The Inspector concluded that the proposal would be unacceptably tall, would have significant width and depth and these combined with its prominent siting on a prominent site, would unacceptably dominate this part of the street scene. Following this, a revised scheme was approved later in 2014 for a four-storey building plus basement.

In 2016, a revised application was submitted for a four-storey building plus basement. This proposed quite a dissimilar form of development than was previous approved. Overall it was considered that this proposal had a much simpler and ordered finish and appearance. The previous design was largely cluttered with an incoherent frontage and so was considered to represent an overall improvement in terms of character and appearance.

Impact on the character and appearance of the host building, street scene and surrounding area

The key principles whether the additional storey is appropriate is its relationship to the development at the four corners of the junction and the views of the proposed additional storey from longer distance views.

In comparison with Portman Heights, the proposal would be higher, partly due to the rising topography. The building under construction was considered to have a much simpler and ordered appearance, giving rise to a less bulky and dominant building. In this instance, the proposed additional floor would be considerably set back from the front and side (north) elevations and as such is not considered to be overly prominent or visual obtrusive within this street scene. The nature of the additional level reflects the simple and ordered appearance of the host building which is considered to satisfactorily integrate with the host building.

Due to the proposed set-back from the south elevation facing Hermitage Lane, the proposal is not considered to result in a dominating overbearing or dominating impact on the three-

storey terraces to the south. There will be some views when approaching from the east along Hermitage Lane. The planting of Elm Park and other vegetation along Hermitage lane helps mitigate / limit views of the whole building. The subordinate nature of the proposal is not considered to detrimentally affect the character of this area. Approaching the site to the west, the proposal due its appearance and set-backs, would not appear as prominent or visually obtrusive.

At street scene level, at the cross-road, views of the proposed additional storey would be very limited or not possible.

Overall, while the proposal would introduce additional height and massing, it has been designed in such a way that the proposal appears as a subordinate addition and does not appear prominent or visually obtrusive within the context of this site. It would have an acceptable impact on the character and appearance of the street scene and wider locality.

Impact on the amenity of neighbouring residents

There are a number of residential buildings surrounding the application site; Portman Heights to the north, 713 Finchley Road opposite to the west and terrace properties to the south on Hermitage Lane.

While the proposal would introduce additional height and massing, it is set back considerably from each of the building elevations. In addition, the scheme has been further reduced in footprint particularly at the northern end. For this reason, the proposal is not considered to have an overbearing impact on the neighbouring occupiers. The revised proposed north elevation is now set back approximately 11m from the north boundary with Portman Heights. In terms of overlooking, there are no proposed windows along the north elevation facing Portman Heights. The front elevation is considerably set back from the front elevation, resulting in a separation distance of approximately 31m between elevations with 713 Finchley Road. The Council's Sustainable Design and Construction SPD Meets SPD advises that there should be a distance of 21m between habitable rooms. The proposal would comply with this requirement and as such is considered to have any harmful effects in terms of overlooking. The proposed external terrace is limited to the rear of the building where it would overlook onto Elm Park. The opportunities for overlooking would be very limited and as such this element is considered to be acceptable.

The applicant has submitted a revised daylight/sunlight report which considers the potential impact from the proposed development as a whole. The report concludes that the amenity values of daylight and sunlight to neighbouring residential properties would be retained to a level that satisfies BRE criteria. Officers have inspected and reviewed the submitted report and are satisfied that the additional storey would not have a detrimental impact on the levels of light received by neighbouring buildings.

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 proposal would provide a two-bedroom four-person unit measuring approximately 148sqm. This would be significantly above the minimum internal space requirements. The proposed unit would benefit from dual aspect outlooks and is considered to provide

adequate levels of daylight/sunlight for future occupiers of the unit. It is proposed to provide a south-facing terrace area overlooking Elm Park, measuring approximately 35sqm. This would exceed the Council's Sustainable Design and Construction SPD for the provision of outdoor amenity space.

Overall, the proposal is considered to provide adequate accommodation for the future occupiers of the unit.

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 2 and 3 bedroom units 1.0 to 1.5 spaces per unit

Within the basement level, 16 parking spaces are proposed. The previous approved scheme consisted of 13 units which equated to 1 space per each residential unit, with the remaining serving the proposed commercial use. The provision of an additional unit requiring 1 space could be accommodated within the proposed basement parking level with spaces still remaining for the commercial space. The access arrangements are unchanged and as such the proposal is considered to satisfactorily comply with the highways requirements of policy DM17.

Sustainability

The proposed additional would be served by a lift and would therefore be compliant with Building Regulation requirement 'M4 (2).'

On the previous approved scheme, it was proposed to install a number of photovoltaic panels on the roof in order to help reduce the scheme's carbon emissions. This is no longer proposed as the additional storey will occupy this roof space. The agent has provided further details and reports to confirm that the building will achieve a 35% reduction in carbon emission through alternative means. The submitted details are considered to be acceptable.

5.4 Response to Public Consultation

Overdevelopment - The proposal is not considered to represent overdevelopment.

Additional bulk/massing is out of character in terms of appearance and is overbearing - Address in the assessment section of the report. The proposal due to its set-back layout and simple external appearance is considered to be appropriate and does not appear out of character.

Loss of privacy in terms of overlooking - Addressed within assessment section of the report. It is not considered that the proposal would create harmful overlooking impacts.

Loss of light - Addressed within assessment section of the report. It is not considered that the proposal would result in a detrimental reduction of light to neighbouring properties.

Obstruction to the view and in general light to the park and surrounding housing - Addressed within assessment section of the report. It is not considered that the proposal would result in a detrimental reduction of light to the surrounding area.

Increased traffic and parking pressure - The proposal is for the provision of 1no 2-bedroom unit. This is not considered to result in a significant level of traffic. The proposed parking provision for the unit can be accommodation within the existing parking space at basement level.

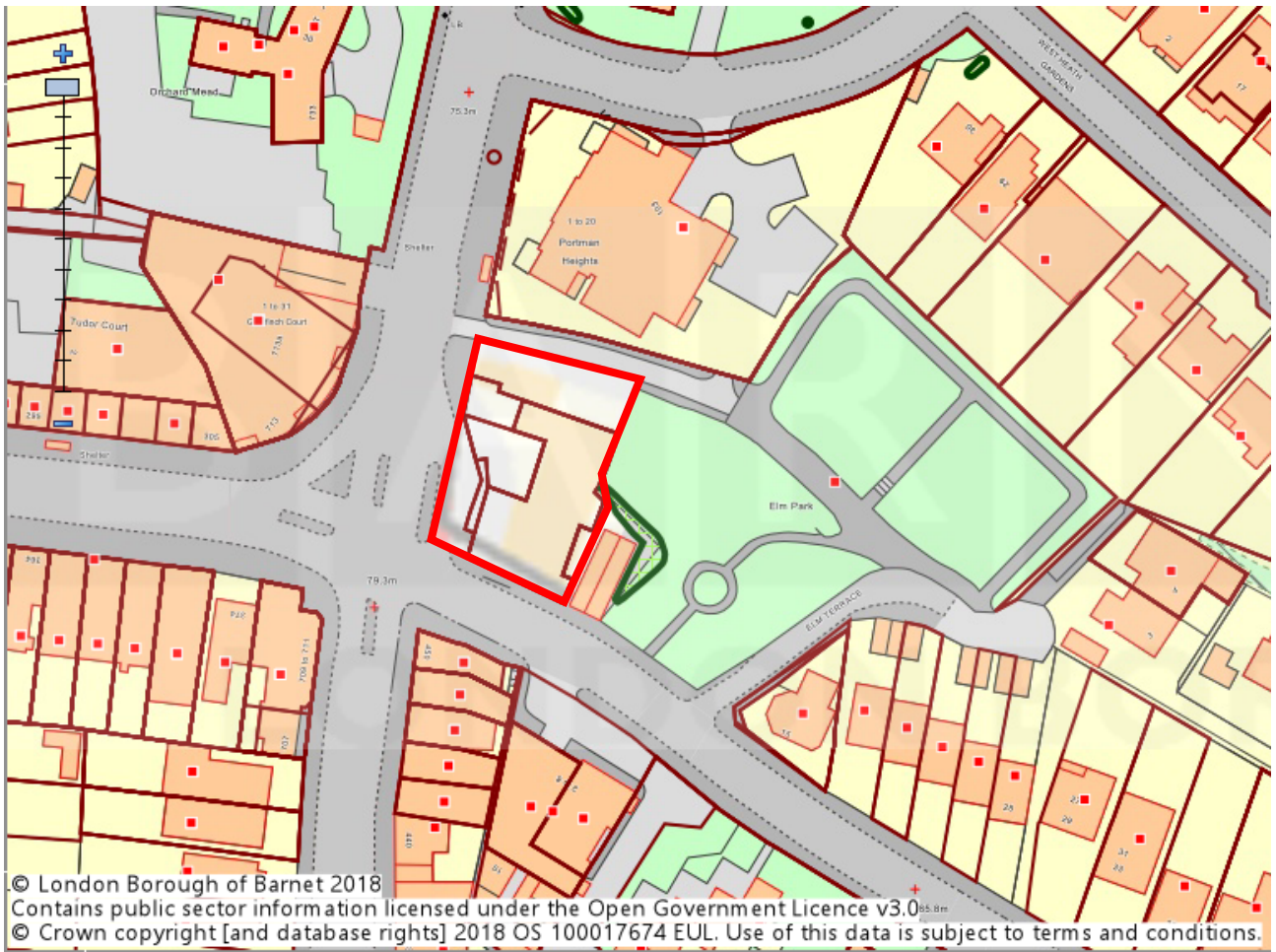
Air and noise pollution - Associated disturbances resulting from the construction phase is a non-planning consideration. This is covered by separate Environmental Health legislation.

6. Equality and Diversity Issues

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

7. Conclusion

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



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