

<b>Location</b>	<b>Former Safari Restaurant 975 High Road London N12 8QR</b>	
<b>Reference:</b>	<b>18/7368/FUL</b>	Received: 12th December 2018 Accepted: 2nd January 2019
<b>Ward:</b>	Woodhouse	Expiry 27th February 2019
<b>Applicant:</b>	N/A	

**Proposal:** Partial change of use to ground floor of existing building and associated car park from restaurant (use class A3) to a vehicle rental premises with vehicle storage, office, vehicle wash bay, car parking and offices (Sui Generis) with associated alterations to windows and doors including a new shop front

**Recommendation:** Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

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

Cover letter dated 11.12.2018  
 Syntegra Plant Noise Assessment Ref:18-4504 Rev B dated 12/2018  
 Noise management plan (unnumbered)  
 Site location plan drwg no.PL01  
 Existing site block plan drwg no.PL02  
 Proposed site block plan drwg no. PL03(a)  
 Existing rear elevation drwg no. PL04  
 Proposed rear elevation drwg no. PL05  
 Existing side elevation drwg no. PL06  
 Proposed side elevation drwg no. PL07  
 Existing front elevation drwg no. PL08  
 Proposed front elevation drwg no. PL09  
 Canopy plans and elevations drwg no. PL10  
 Car wash silt trap drwg no. 800341 Issue 6

**Reason:** For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core

Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

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

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

- 3 The use hereby permitted shall not be open to members of the public before 09.00am or after 17.00pm on weekdays and Saturdays or before 9.00am or after 14.00pm on Sundays and Bank and Public Holidays.

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

- 4 The car wash facility hereby approved shall only be used in association with the ground floor use of the premises and shall not be open to members of the public before 09.00am or after 17.00pm on weekdays and Saturdays or before 9.00am or after 14.00pm on Sundays and Bank and Public Holidays.

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

- 5 The car wash operation hereby approved shall be carried out as per the Syntegra Plant Noise Assessment Ref:18-4504 Rev B dated 12/2018

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

- 6 The level of noise emitted from the 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 2016.

- 7 a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy

(adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 5.13 and 5.14 of the London Plan 2016.

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

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. 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 developer is required apply to the Highway Authority for a Projection Licence under Highways Act 1980 for any overhanging over the public highway. The overhang must be a minimum height of 2.7 metres above the footway and 4.1 metres above the carriageway. Advice on projection licence can be obtained from Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.
- 3 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.

- 4 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](mailto:highways.development@barnet.gov.uk) or [nrswa@barnet.gov.uk](mailto:nrswa@barnet.gov.uk) at least 10 days prior to commencement of the development works.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

- 5 If a concrete pump lorry is operated from the public highway, the surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.
- 6 Should the applicant want to make any changes or amendments to the existing vehicular access, an application must be made to the highways department to be assessed independently from the planning consent.

## **Officer's Assessment**

### **1. Site Description**

The application relates to the ground floor of a 3-storey mixed use building on the west side of High Road together with its associated parking areas at the front and rear of the site. The ground floor is in A3 use (Former Safari Restaurant) with residential accommodation located on floors above. The site itself is surrounded by a mixture of purpose built flats and single family dwellinghouses fronting Limes Avenue, High Road and Woodside Grove. To the north of the application site is a similar 3-storey mixed use building. The ground floor is in Sui Generis use (Europcar Rental Enterprise) with residential accommodation on floors above. The application site is not within a town centre nor is it on a designated primary or secondary retail frontage. The application site is not located in a conservation area nor is it locally/statutorily listed.

### **2. Site History**

Reference: 18/5960/FUL

Address: Former Safari Restaurant, 975 High Road N12 8QR

Decision: Refused

Reason: The proposed development, by reason of the car wash bay and associated works, is considered to create harmful levels of noise and disturbance which would be detrimental to the amenities of the surrounding residential occupiers. The application is therefore found to be unacceptable and contrary to policies CS NPPF, CS1 and CS5 of the Barnet Core Strategy (2012), policies DM01 and DM04 of the Barnet Development Management Policies DPD (2012), policy 7.6 of The London Plan (2016) and the guidance contained in the Barnet Sustainable Design and Construction Supplementary Planning Document (2016).

Decision Date: 04.12.2018

Description: Partial change of use to ground floor of existing building and associated car park from restaurant (use class A3) to a vehicle rental premises with vehicle storage, office, vehicle wash bay, car parking, and offices (Sui Generis) with associated alterations to windows and doors including a new shop front

Reference: 18/5961/ADV

Address: Former Safari Restaurant, 975 High Road N12 8QR

Decision: Refused

Reason: The cumulative level of signs, would by reason of their size, scale and siting, result in discordant and incongruous additions within a limited area within the front forecourt area, which would be unduly obtrusive and detrimental to the visual amenities of the wider street scene, contrary to paragraph 132 of the NPPF, policy DM01 of the Barnet Development Management Policies DPD 2012, Policy CS5 of Barnet's Core Strategy (2012), and Barnet Design Guidance Note 1: Advertising and Signs.

Decision Date: 04.12.2018

Description: Installation of 1no. Internally illuminated fascia sign, 1no internally illuminated podium (mounted) sign and 1no. Non-illuminated monument sign

Reference: 17/4819/FUL

Address: Car Park Rear of Safari Bar, Highwood Court, 975 High Road

Decision: Refused - Appeal Dismissed

Decision Date: 20.09.2017

Description: Use of site as hand car wash to the rear of safari bar car park. Erection of canopy, storage unit and advertising board. Creation of 4 new parking spaces

Reasons for refusal:

The proposed use and development of the site as a car wash, including canopy and storage unit, by reason of its design of buildings, appearance and nature of use, would have a harmful impact on the character and appearance of the surrounding residential area. Accordingly, they would fail to comply with the aims of Policy DM01 of the Barnet Development Management Policies DPD 2012, Policy CS 5 of the Barnet Core Strategy 2012 and Policies 7.4 and 7.6 of the London Plan 2016

The proposed car wash would create harmful levels of noise and disturbance which would be detrimental to the amenities of the surrounding residential occupiers. The application is therefore found to be unacceptable and contrary to policies CS NPPF, CS1 and CS5 of the Barnet Core Strategy (2012), policy DM01 of the Barnet Development Management Policies document (2012), policy 7.6 of The London Plan (2016) and the guidance contained in the Barnet Residential Design Guidance Supplementary Planning Document (2016).

The nature of the proposed scheme is likely to create significant amounts of surface water and the applicant has failed to adequately demonstrate how the surface water runoff will be controlled and managed in practice, contrary to Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted 2016) and Policies 5.13 and 5.14 of the London Plan 2016.

Reference: 16/6579/FUL

Address: Car Park Rear of Safari Bar, Highwood Court, 975 High Road

Decision: Refused

Decision Date: 01.12.2016

Description: Use of site as hand car wash to the rear of safari bar car park. Erection of canopy, storage unit and advertising board. Creation of 4 new parking spaces

Reasons for refusal:

The proposed use as a car wash, including canopy, advertising board and storage unit would have a harmful impact on the character and appearance of the surrounding residential area. Accordingly, they would fail to comply with the aims of Policy DM01 of the Barnet Development Management Policies DPD 2012, Policy CS 5 of the Barnet Core Strategy 2012 and Policies 7.4 and 7.6 of the London Plan 2016.

The proposed car wash would create sufficient noise and disturbance which would be detrimental to the amenities of the surrounding residential occupiers. The application is therefore found to be unacceptable and contrary to policies CS NPPF, CS1 and CS5 of the Barnet Core Strategy (2012), policy DM01 of the Barnet Development Management Policies document (2012), policy 7.6 of The London Plan (2016) and the guidance contained in the Barnet Residential Design Guidance Supplementary Planning Document (2016).

The nature of the proposed scheme is likely to create significant amounts of surface water and the applicant has failed to demonstrate how the surface water runoff will be controlled and managed in practice, contrary to Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted 2016) and Policies 5.13 and 5.14 of the London Plan 2016.

Reference: F/04038/12

Address: Car Park Rear Of Safari Bar, Highwood Court, 975 High Road

Decision: Refused

Decision Date: 04.02.2013

Description: Retention of canopy at rear patio.

Reasons for refusal:

The proposed retention of the canopy due to its bulk, size, scale, design and siting is visually harmful to the application site and harms the character of the locality contrary to policy DM01 of the Development Management Policies (Adoption version) 2012, CS5 of the Core Strategy Policy (Adoption version) 2012.

The proposal results in noise, disturbance and general activity, detrimental to the residential amenity of the occupiers of the properties on the upper floors of the building and the neighbouring properties, contrary to policy DM01 and DM04 of the Development Management Policies (Adoption version) 2012, CS5 of the Core Strategy Policy (Adoption version) 2012.

Reference: C00240M/07

Address: 975 High Road London N12 8QR

Decision: Refused

Decision Date: 16.10.2007

Description: Proposed car wash area within rear open parking area.

Reference: C00240L/07

Address: 975 High Road London N12 8QR

Decision: Refused

Decision Date: 13.08.2007

Description: Retention of canopy over rear patio area.

Reference: C00240J/06

Address: 975 High Road London N12 8QR

Decision: Refused

Decision Date: 16.08.2006

Description: Erection of glazed extension and canopy to front and conservatory to rear. External alterations and erection of external fire-escape to side. Creation of decking with ramps at front. Ramps at rear.

### **3. Proposal**

The proposal involves the partial change of use to ground floor of existing building and associated car park from restaurant (A3) to a vehicle rental premises with vehicle storage, office, vehicle wash bay, car parking (Sui Generis) with associated alterations to windows and doors including a new shop front;

The applicant has proposed the following hours of use: 09:00-17:00 Monday to Friday, 09:00-14:00 Saturday and closed Sunday and Public Holidays;

Erection of an enclosed car wash bay with acoustic absorptive and reflective panels at the sides and rear (dedicated to, and to be used for, washing of Enterprise's vehicles only within which associated equipment would be stored in noise reducing cabinets. The roof would be of a solid construction made from steel profile sheet as opposed to a canopy on the common boundary with Highwood Court (to the north) approx. 5.00m width x 7.0m depth x 3.80m max. height, 3.50m high to the eaves;

Provision of 4 new (car club) parking spaces at the front (2.40m x 4.80m each bay);

Reprovision of 27 parking spaces at the rear (1no. disabled parking bay included) (2.40m x 4.80m each bay) for the sole purpose of the car hire operation;

This is a resubmission following ref: 18/5960/FUL following revisions to the car wash unit the roof of which would be of a solid construction as opposed to a canopy and this facility would only be used by car hire vehicles.

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

Consultation letters were sent to 370 neighbouring properties/occupiers. 10 responses have been received, comprising 10 Letters of objection on the following grounds:

- o Noise and disturbance to residential properties as a result of carwash activities and cumulative noise impact in addition to existing uses.
- o Light pollution from flood lights used well into the evening.
- o The car wash facility would give rise to undue harm onto the residential amenity of neighbour occupiers by way of noise and disturbance by use of noisy industrial equipment like jet washers and vacuum cleaners and increased pollution and contamination from vehicle use, oil, grease and cleaning detergents, used in car wash activities. The car wash which is an integral part of the business will cause a lot of disturbance to the residents around (the illegal car wash at the same has been shut for the very same reason).
- o Harmful to the character of the local context: There is already a car rental next door and an additional one will deteriorate the appearance of this nice residential area. We do not need to have the area full of car rental companies and cars parked on the frontage. This makes the area more industrial and ugly. There is a neighbouring car rental business run by Europcar which co-exists well as the cars are largely stored at the front facing the High Road and their associated car wash is in a dedicated brick built, insulated housing. There is no need for another car rental company.
- o Impact on access, traffic and parking
- o Involve increased artificial lighting late in the afternoon which will disturb residents
- o Increased risk of flooding: Any blockage to the drains causes flooding by the garages which has occurred in the past year and there has been an awful stench by the garage area and the rear of Highwood Court. There is also no convincing evidence from the application as to how dirty water will be drained away

Internal consultation with Highways and Environmental Health Departments was also undertaken and no objections raised subject to conditions and informatives.

#### **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 24 July 2018. This is a key part of the Government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

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

### The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

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

### Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS13.
- Relevant Development Management Policies: DM01, DM02, DM04, DM17.

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

### Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted 2016)

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

## **5.2 Main issues for consideration**

1. Principle of development
2. Impact on the character and appearance of the area

3. Impact on the amenity enjoyed by neighbouring properties
4. Impact on drainage
5. Impact on traffic and highways

### **5.3 Assessment of proposals**

#### **1. Principle of development**

The applicant seeks planning consent for the change of use of part of the ground floor of the existing building formerly used as a restaurant (A3) and associated car park to car rental company with vehicle storage, wash bay, car parking and offices (Sui Generis) with minor amendments to existing elevations.

The scheme would result in the reduction in the footprint of an A3 Use of approx. 624sq.m to 264sq.m. The development would result in the split function of the application site by 2no. separate businesses. The car park at the front (4no parking bays) and rear (27no. parking bays) of the application site would serve additional parking provision for both staff and visitors of both businesses and operate between 09:00-17:00 Monday to Friday, 09:00-14:00 Saturday and closed Sunday and Public Holidays. The application site is not within a town centre nor is it part of a designated primary nor secondary retail frontage and therefore would not detract from the retail function of a town centre. The proposed use would provide employment and enhance the vitality and viability of the area and ensure the active continuation of a commercial function of the ground floor of the application site. The proposed change of use aspect of the scheme is considered acceptable in principle.

#### **2. Impact on the character and appearance of the area**

The applicant seeks planning consent for the change of use of part of the ground floor of the existing building formerly used as a restaurant (A3) and associated car park to car rental company with vehicle storage, wash bay, car parking and offices (Sui Generis) with minor amendments to existing elevations.

The car parking area to the rear of the building would be used for the storage of rental vehicles as well as provide an enclosed car wash bay . Additional spaces will be provided to the front of the building, fronting High Road, for Enterprise's Car Club scheme. The Car Club provides members with access to a choice of new cars and vans parked locally to where they live, work and study. Car Club provides local people with access to a vehicle without the need to own one. The rear of the building would be rearranged to serve 27no. car parking spaces (2.40m x 4.80m per bay); for use of both the staff and visitors of the site hence revert back to its original function.

The new car rental use of the site would involve an enclosed car wash bay with acoustic absorptive and reflective panels at the sides and rear (dedicated to, and to be used for, washing of Enterprise's vehicles only within which associated equipment would be stored in noise reducing cabinets. The roof would be of a solid construction as opposed to a canopy. The car wash use will not be open for public use) on the common boundary with Highwood Court (to the north) and measure approx. 5.00m width x 7.0m depth x 3.80m max. height, 3.50m high to the eaves. The proposed car wash bay would be located out of view from High Road and would not detract from the character or appearance of the area.

Minor alterations to the existing front, (south) side and rear elevations of the ground floor of the building are proposed as part of this application. These include the re-configuration

of the existing window, door arrangements and general improvements to bring the site up to standard for Enterprise's use.

The proposal would not affect the visual amenities of the wider street scene nor the character and appearance of the property and local context.

The scheme is therefore considered acceptable on the above grounds.

## 2. Impact on the amenity enjoyed by neighbouring properties

Policy DM04 'Environmental Considerations' states at part (d) that "proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted" and "proposals to locate noise sensitive development in areas with existing high levels of noise will not normally be permitted." The policy also states that "Mitigation of noise impacts through design, layout, and insulation will be expected where appropriate."

This is a resubmission following ref: 18/5960/FUL. Revisions involve a change from a canopy covered rear external car wash bay to an enclosed car wash bay with acoustic absorptive and reflective panels at the sides and rear (dedicated to, and to be used for, washing of Enterprise's vehicles only within which associated equipment would be stored in noise reducing cabinets. The roof would be of a solid construction as opposed to a canopy.

This scheme therefore differs in scale, function and level of activity compared to previous planning refusal LPA ref: 17/4819/FUL / Appeal ref: APP/N5090/W/17/3192127, which would be limited in comparison to the persistent washing associated with the hand car wash operation that has been subject to significant objection. Notwithstanding this, a car washing facility would still be facilitated by a jet washer within the site. The site is located adjacent to Europcar car rental facility from which similar activities arise. Officer enquiries were made with the Europcar Premises as to their car washing activities which was understood to be approximately 20 cars per day within an enclosed garage.

In contrast to the previous unlawful industrial, use of a hand car wash, the existing car park will be used primarily for the storage of rental vehicles. Whilst there will be some limited washing of vehicles, this will be minor in comparison to the previous use. Instead, the proposed car wash function will be restricted to washing of Enterprise's rental vehicles only and will take place only within the designated enclosed wash bay - not continuously throughout the day and evening. The proposed hours of use would be Monday to Friday between 09.00am - 17.00pm and Saturday between 09.00am to 14.00pm with the exception of Sunday and bank holidays.

A noise assessment has been submitted in support of the application which has been assessed by Environmental Health and the details are considered to be acceptable subject to conditions and informatives.

## Drainage:

Given the scale and level of operation combined with a site of low flood risk levels, the scheme is not likely to result in additional risk of flooding of the site or local area and will use existing drainage arrangements albeit with improvements in the form of silt traps and filtering of water prior to being discharged into the existing system. A condition has been attached to ensure that the development provides appropriate drainage infrastructure and

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The majority of the points raised have been addressed in the report

o "Involve increased artificial lighting late in the afternoon which will disturb residents."  
No external lighting is proposed as part of this development.

- o "Increase in crime"

## 6. Equality and Diversity Issues

## 7. Conclusion

This is a detailed street map of a residential neighborhood in Chicago, Illinois. The central focus is the property located at 608 W. Lincoln Avenue, which is outlined in red. To the north of this property are several other houses, some labeled as 'Elder House' or 'Detached House'. To the south, there's a row of smaller buildings, possibly garages or sheds, labeled 'Storage' and 'Hobby Court'. The map includes lot numbers and street names such as Woodstock Avenue, Lawrence Avenue, and W. Lincoln Avenue. A scale bar at the bottom right indicates distances from 0 to 15 meters.