

Location **179 Regents Park Road London N3 3PB**

Reference: **19/0285/S73**

Received: 17th January 2019

Accepted: 17th January 2019

Ward: Finchley Church End

Expiry 14th March 2019

Applicant: Triple VVV Ltd

Proposal: Variation of condition 1 (Plan numbers) pursuant to planning permission 18/3019/FUL dated 25/07/2018 for `Conversion of existing dwelling into 3no self-contained flats including conversion of existing garage into habitable room, insertion of window to replace garage door.` Amendments include rearrangement of the internal layout of the units

Recommendation: Approve

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:

Drawing No.
GA21/A Rev 1
GA22/A Rev 1
GA23 Rev 1
GA25 Rev 1

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 the original permission 18/3019/FUL dated 25/07/2018.

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

- 3 The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

Reason: To safeguard the visual amenities of the building and surrounding area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 4 a) Before the development hereby permitted is first occupied, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in full accordance with the details as approved under this condition prior to the first occupation and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 5 a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy 6.9 and Table 6.3 of The London Plan (2016) and 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.

- 6 Prior to occupation of the development, parking spaces and the access to the car parking spaces from public highway shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be used only as agreed and not to 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.

- 7 The property shall be used as self-contained units as shown in the hereby approved drawings under Class C3(a) and no other purpose (including any other purpose in Class C3 or C4 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.

- 8 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 9 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.

- 10 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.

- 11 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).

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. A pre-application advice service is also offered. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £60 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.

- 4 For any proposal new crossovers or modification to the existing crossovers, a separate crossover application must be submitted for approval to the Highways Authority. Details of the construction and location of the new crossover are required to be agreed with the highway authority. Any street furniture, road markings or parking bays affected by the proposed works following site investigation would be relocated at the applicant's expense.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team in conjunction with the highway tree section as part of the crossover application. The outcome of this assessment cannot be prejudged.

Please Note: A maximum width of a crossover allowed from a public highway is 4.8 meters.

Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

Works on public highway shall be carried out by the Council's contractors. 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.

- 5 Refuse collection points should be located within 10 meters of the Public Highway. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department.
- 6 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.

Officer's Assessment

1. Site Description

The application site is 179 Regents Park Road, which is located in the Finchley and Golders Green Area. The application site comprises a two-storey detached single family dwelling house. This part of Regents Park Road is characterised by a mix of two-storey detached and semi-detached dwellings, flatted developments and purpose-built apartment blocks. The application site is not located within a Conservation Area, nor is it Listed building.

2. Relevant Site History

Reference: ENF/1598/18

Address: 179 Regents Park Road, London, N3 3PB

Notice served on the 19 December 2018 effective from 23 January 2019

Compliance due: 23rd July 2019

Decision: Pending

Description: Without planning permission, the sub-division of the property into 7x self-contained units. The action required was to undertake works to revert back to a single family dwelling house.

Reference: 18/3019/FUL

Address: 179 Regents Park Road, London, N3 3PB

Decision: Approved subject to conditions

Decision Date: 25 July 2018

Description: Conversion of existing dwelling into 3no self-contained flats including conversion of existing garage into habitable room, insertion of window to replace garage door

Reference: 18/0278/HSE

Address: 179 Regents Park Road, London, N3 3PB

Decision: Approved subject to conditions

Decision Date: 19 March 2018

Description: Single storey rear extension following demolition of existing single storey rear extension.

Reference: 18/0276/192

Address: 179 Regents Park Road, London, N3 3PB

Decision: Lawful

Decision Date: 23 February 2018

Description: Extension to roof including 1no wraparound dormer to both sides and rear elevations with 1no rooflight to each side elevation following reduction of existing rear projection roof.

3. Proposal

The submitted application is for the variation of condition 1 (Plan numbers) pursuant to planning permission 18/3019/FUL dated 25/07/2018 for 'Conversion of existing dwelling into 3no self-contained flats including conversion of existing garage into habitable room, insertion of window to replace garage door. Amendments include rearrangement of the internal layout of the units.

Planning permission 18/3019/FUL had 3 self-contained flats approved. Flat 1 was confined to the ground floor. Flat 2 was confined to the first floor. Flat 3 was a maisonette confined to the first floor and loft. The variation seeks to reconfigure the internal layout of the entire property as follows:

Flat 1 (Ground Floor)

Replacement of an internal single leaf front door with an internal double leaf front door
Replacement of the study with a bathroom

Flat 2 (First Floor Level)

Additional double bedroom
Relocation of kitchen to the rear

Flat 3 (Loft Floor Level)

Reconfiguration of Flat 3 into a Studio, confined to the loft.

4. Public Consultation

5 objections have been received regarding this application on the following grounds:

- o Resulting parking, noise and disturbance as a result of increased density of occupation.
- o Despite having approval only for 3 flats they have ignored the law and continued to build out 7 flats. Enforcement has been served on them already on 19/10/18 with a resolution target date of 08/02/19.
- o The developer is in breach the permission by constructing 10 single dwelling bedsits instead of 3 flats, there are also a multitude of breaches of planning permission. It seems that they are simply repeating the same pattern again and another application is made for something completely different whilst the property is on notice for a serious previous breach of planning permission.

5. Planning Considerations

5.1 Policy Context

Revised 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 Revised National Planning Policy Framework (NPPF) was published on 19th February 2019. 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 Revised 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 Revised 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 Mayor's Draft London Plan

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 2016 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.
- Relevant Development Management Policies: DM01, DM02.

The Council's approach to extensions as set out in Policy DM01 is to minimise their 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

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 and future occupants.

5.3 Assessment of proposals

Impact on Character

Any proposed scheme for the site will need to respect the character and appearance of the local area, relate appropriately to the sites context and comply with development plan policies in these respects. This will include suitably addressing the requirements of development plan policies such as DM01, CS05 (both Barnet Local Plan), 7.4 and 7.6 (both London Plan).

DM01 helps to protect Barnet's Character and amenity stating that development should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The variation of condition 1 (plan numbers) pursuant to planning permission 18/3019/FUL dated 25/07/2018 for conversion of existing dwelling into 3no. self-contained flats seeks to reconfigure the internal layout of the entire property as follows:

Flat 1 (Ground Floor)

- o Replacement of an internal single leaf front door with an internal double leaf front door
- o Replacement of the study with a bathroom

Flat 2 (First Floor Level)

- o Additional single bedroom
- o Relocation of kitchen to the rear

Flat 2 would therefore be altered to support a 2no.bed 3no.person with an area of approx. 66sq.m.

Flat 3 (Loft Floor Level)

- o Reconfiguration of Flat 3 into a Studio, confined to the loft with an area of 39sq.m

The proposed alternations do not significantly or materially alter what was previously approved. The variations are deemed appropriate and are considered respectful to the host dwelling when compared to what was previously approved under planning application 18/3019/FUL.

The proposed variations are internal reconfiguration works, subsequently they are not visible to the public realm, as such there is no considered harmful impact onto the character and appearance of the host dwelling or the locality of Regents Park Road therefore, the proposal is compliant with policy DM01 of Barnet's Local Plan 2012.

Impact on neighbouring Amenity

It will be important that any scheme addresses the relevant development plan policies including DM01 (of the Barnet Local Plan), 3.5 (of the London Plan) and the guidance contained in the Barnet Supplementary Planning Documents 'Sustainable Design and Construction' and 'Residential Design Guidance.' In respect of the protection of the amenities of neighbouring occupiers, this will include taking a full account of all neighbouring sites.

The planning ref 18/3019/FUL to which this application seeks to amend proposed a 1 x 2bed 2person unit and 2 x 1bed 2person unit thereby accommodating a maximum occupancy level of 8 persons across the site. The revised changes sought under this

application would retain this level of occupation albeit a revised layout arrangement and therefore is not considered to result in adverse impacts on the amenity of adjoining occupiers in terms of noise and disturbance above and beyond that already present with the existing single family dwellinghouse.

The proposed variations represent incidental amendments to which there is no amenity issues. It is considered the variations do not cause further harm onto the immediate neighbouring properties No.177 or No.181 Regents Park Road regarding amenity than what was previously approved under planning application 18/3019/FUL. The revised layout would not result in any change in the approved outlook or create any overlooking concerns.

In assessment, it's considered the proposed variations do not demonstrate significant amenity concerns regarding loss of light, privacy or outlook and is therefore compliant with policy DM01 of Barnet's Local Plan 2012.

Impact on the standards of future occupant's Amenity

Policy DM01 of the adopted Development Management Policies DPD (2012) states, "development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users".

Policy DM02 states, "where appropriate, development will be expected to demonstrate compliance with national and London wide standards supported by the guidance set out in the council's suite of Supplementary Planning Documents". This includes minimum floor space standards set out in the London Plan Policy 3.5 and outdoor amenity space, set out in the Sustainable Design and Construction SPD.

The variation of condition 1 (plan numbers) pursuant to planning permission 18/3019/FUL dated 25/07/2018 for conversion of existing dwelling into 3no. self-contained flats seeks to reconfigure the internal layout of the entire property as follows:

Flat 1 (Ground Floor)

- o Replacement of an internal single leaf front door with an internal double leaf front door
- o Replacement of the study with a bathroom

Flat 2 (First Floor Level)

- o Additional single bedroom
- o Relocation of kitchen to the rear

Flat 2 would therefore be altered to support a 2no.bed 3no.person with an area of approx. 66sq.m. The min req. of 61sq.m for a 2bed 3person unit across one storey has therefore been satisfied in line with the London Plan 2016.

Flat 3 (Loft Floor Level)

- o Reconfiguration of Flat 3 into a Studio, confined to the loft with an arear of 39sq.m.

The min req. of 39sq.m for a studio with bathroom has therefore been satisfied in line with the London Plan 2016.

The proposed variations comply with the minimum space standards.

The proposal is in compliance with policy 3.5 of the London Plan, policies CS NPPF, CS1 and CS5 of Barnet's Adopted Core Strategy (2012), Policy DM01 and DM02 of the Adopted Development Management Policies DPD (2012), the Adopted Sustainable Design and Construction SPD (2016) and the Adopted Residential Design Guidance SPD (2016).

Impact on parking and highways

Policy DM17 of the Barnet Local Plan outlines the adopted parking standards for residential developments. Concerns have been raised in relation to the impact that the proposed development would have on parking pressures in the locality.

Policy DM17 states that 2-bedroom dwellings should have 1.5 to 1 space per unit and that 1-bedroom dwellings should have 1 to less than 1 space per unit. The application site is in an accessible location within easy walking distance to Finchley Central Station as well as several bus services along Regents Park Road, Hendon Lane and the North Circular.

The application seeks to provide 2 parking spaces at the front of the property, as stated within the submitted Planning Statement.

The Council's Highways team have been consulted on the scheme and subject to conditions and informatives do not object to the proposal. According to the Highways Team, the site lies within a PTAL 3 zone, which means that there is good public transport accessibility to and from the site. There is no Controlled Parking in operation abutting the site.

According to requirements set out on Policy DM17 of the London Plan the car parking requirement for a proposal such as this is between 1-3.5 off-street car parking spaces.

Also taking into consideration the following;

- It is located within a town centre location
- It is within walking distance of local amenities
- The application is for a conversion
- The site lies within a PTAL 3 site, which is considered to be good public transport accessibility

The provision of 2 off-street car parking spaces is in accordance with Policy DM17 requirements and is therefore acceptable on Highways Grounds, subject to conditions.

In accordance with Policy 6.9 of the London Plan, the development should provide 1 cycle space per studio and 1-bedroom flats, and 2 spaces per bedroom for all other dwellings. 4 cycle spaces have been proposed which is compliant with the London Plan standards. It is not indicated on any submitted plans where the proposed cycle spaces would be provided, however it is considered there is sufficient space within the site to locate 4no. cycle spaces. Therefore, a condition would be added to any permission granted required details of the cycle parking provision to be submitted and approved prior to occupation of the development.

Highways have requested that "cycle parking and cycle storage facilities should be provided in accordance with the London Borough of Barnet's Local Plan, in the interests of promoting cycling as a mode of transport.

5.4 Response to Public Consultation

o Resulting parking, noise and disturbance as a result of increased density of occupation.

The above has been addressed within the main body of the report

As stated in the history section of the report, an enforcement notice was served on the 19th December 2018 under ref ENF/1598/18 for an alleged breach in planning of the subdivision of the property into 7x self-contained units. The action required was to undertake works to revert back to a single family dwelling house.

This application only assesses the merit of the variations pursuant to planning approval ref 18/3019/FUL and their impact onto the character of the property, the locality, neighbouring amenity and the amenity of future occupants.

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 or future occupiers. This application is therefore recommended for APPROVAL.



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Ground Scale: 1:1250