

**Location**                      **112C Park Road Barnet EN4 9QS**

**Reference:**                      **16/4868/FUL**

Received: 22nd July 2016

Accepted: 4th August 2016

Ward:                              East Barnet

Expiry 29th September 2016

Applicant:                      Mr G Mcleod

Proposal:                      Demolition of existing dwelling and erection of new two storey dwelling house with basement level, including provision of 2no car parking spaces and associated landscaping.

**Recommendation:** Approve subject to conditions

- 1     The development hereby permitted shall be carried out in accordance with the following approved plans: Site location plan; 4830\_08; 4830\_07; 4830\_06; 4830\_05; 4830\_04; 4830\_03; 4830\_02; 4830\_01.

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 shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been 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 retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04

and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2015.

- 4 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 2015.

- 5 a) No development or site works shall take place on site until a 'Demolition & Construction Method Statement' has been submitted to and approved in writing by, the Local Planning Authority.

The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.

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 April 2013) and Policy 5.21 of the London Plan (2015).

- 6 a) No development shall take place until a Basement Impact Assessment has been submitted to, and approved in writing by, the Local Planning Authority.

b) The development shall be constructed in accordance with the Basement Impact Assessment as approved under this condition. The basement construction shall be watertight in accordance with BS 8102, the pile wall shall be adequately propped and groundwater monitoring shall be completed as set out in the BIA.

c) Prior to first occupation of the development, a report by a UK Registered Ground Engineer shall be submitted to and approved by the Local Planning Authority that states that the development has been implemented in accordance with the approved Basement Impact Assessment.

Reason: To safeguard the risk of flooding to the site and neighbouring properties in accordance with policy DM01 of the Adopted Barnet Development Management Policies DPD (2012).

- 7 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

- 8 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.

- 9 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.

- 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 10 % 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 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).

- 12 The use of the basement level hereby permitted shall at all times be ancillary to and occupied in conjunction with the main building and shall not at any time be occupied as a separate unit or dwelling or business unit.

Reason: To ensure that the development does not prejudice the character of the locality and the amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 13 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).

- 14 Prior to the occupation of the development, a Maintenance Agreement for the operation of the car lift [ and shutters] must be submitted to and approved by the Local Planning Authority. The development shall be maintained in accordance with the Agreement thereafter.

Reason: In the interests of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

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

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

- 16 Before the building hereby permitted is first occupied the proposed window(s) in the side elevation facing 112B Park Road shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted April 2013).

- 17 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2015.

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

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

are provided in guidance documents on the Planning Portal at [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil).

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £1295 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £4995 payment under Barnet CIL.

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

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

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

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

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

Relief or Exemption from CIL:

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

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

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

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

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

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

## **Officer's Assessment**

### **1. Site Description**

The application site relates to a residential bungalow, located on the corner at the junction with Park Road and Mount Road.

### **2. Site History**

Reference: 15/00279/FUL

Address: 112C Park Road, Barnet, EN4 9QS

Decision: Refused

Decision Date: 19 March 2015

Description: Erection of new dwelling house with rooms in the roof space to the rear garden of 112C Park Road, including provision of 2no car parking spaces and associated landscaping

Reference: N14501/05

Address: 112C Park Road, Barnet, EN4 9QS

Decision: Approved subject to conditions

Decision Date: 3 March 2005

Description: New double garage in front of property.

#### Enforcement history

The adjacent site (112B) has been subject to an enforcement investigation in that, the site was being used as a car storage place on a commercial basis and the construction of a hardstanding to the front and the rear of the site with associated engineering works.

### **3. Proposal**

The proposal involves the demolition of the existing single storey dwelling and erection of new two storey dwelling house with basement level, including provision of 2no car parking spaces and associated landscaping.

The dwelling will have a width of 13.8m, maximum depth of 13.9m at ground floor level and 10.8m at first floor level. The building will be two storey inclusive of accommodation in the roofspace to a ridge height of 6.84m, eaves height of 3.2m.

A distance of 0.5m is maintained between the building line and the common boundary with no.112B, a total distance of 0.95m is maintained between the two building lines.

The proposal provides two dormer windows to the front, with a window in the gable feature; three dormer windows to the rear and two dormer windows in the side elevation facing Mount Road and one dormer window facing no.112B Park Road.

The basement level will extend forward of the above ground building line, however, no lightwells are proposed. The basement will not be visible from the front of the site being situated fully underground. There will be an internal staircase to access the basement from the ground floor of the proposed dwelling. A new car lift is proposed to the rear of the site accessed via Mount Road to allow access to the basement parking level. Parking and storage is proposed in the basement level.



Two new parking spaces are proposed on the front forecourt accessed via the Park Road entrance. This is served by an existing crossover.

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

Consultation letters were sent to 21 neighbouring properties.

7 responses have been received, comprising 5 letters of objection, 1 letters of support and 1 letters of comment.

The objections received can be summarised as follows:

Character and appearance - building is too big for the plot.

Parking and traffic - basement car park will not be large enough meaning American cars will be parked in surrounding road and cause obstructions. Too many cars associated with the site.

No car trading, repairs of a commercial nature should not be allowed. Works carried out on a hobby basis should have restricted hours.

Loss of trees and screening.

Needs sound insulation.

The trees located to the boundary at the rear of 112c and the boundary of 19 Mount Road to be removed in their entirety.

The site plan to be altered and amended to include the close proximity of 19 Mount Road's structure to the boundary.

#### **5. Planning Considerations**

##### **5.1 Policy Context**

###### National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

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

###### The Mayor's London Plan 2016

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

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

### Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.
- Relevant Development Management Policies: DM01, DM02, 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 April 2013)

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

## **5.2 Main issues for consideration**

The main issues for consideration in this case are:

- 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.

## **5.3 Assessment of proposals**

### Impact on the character of the area

The principle of residential use on the site has already been established with the existence of an existing residential property with previous extensions to the side and rear and therefore the demolition and replacement of the dwelling is considered to be acceptable.

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people. However, whilst the NPPF advocates that planning should not attempt to impose architectural styles or particular tastes it is considered proper to seek to promote or reinforce local distinctiveness.

Consideration of design and layout must be informed by the wider context, having regard not just to the immediate neighbouring buildings but the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development, and in this case the proposed building is considered to reflect the character and proportions of the properties on this section of Park Road, in particular the new dwellings adjacent to the site which comprise of 2 bungalows. Planning permission was granted in 2009 under application B/02899/09 for the demolition of an existing dwelling and the erection of 2 x

chalet bunaglows. The principle of the demolition of the dwelling and replacement with bungalows has been established as acceptable.

The scheme indicates that the eaves and ridge height of the building would match the ridge height of the neighbouring bungalow 112B Park Road. The proposal is considered to be in keeping with the style and character of the buildings in the vicinity. The proposed dwelling will replace an existing dwelling which has been substantially extended to the front with flat roofed single storey additions. The proposal will result in the removal of these elements and the set back of the front building line to align with the neighbouring building above ground. It should be noted that the basement level will extend forward of this building line, however, there is no visual manifestation of the basement to the front of the site and as such this element is not considered to be harmful to the street context.

The basement level is to be used for parking and storage of cars which will be accessed via a carlift from Mount Road. The basement can also be accessed internally via a staircase. The agent has confirmed that classic American cars will be stored/parked in the basement level, this is for the homeowners personal hobby and interest in classic American cars, in particular cadillacs. The agent has confirmed that whilst some works may be carried out to the cars, these works are not of a commercial/business nature but are rather for personal enjoyment. The levels of works being carried out would not be beyond that expected within a standard domestic garage. A condition for sound insulation to the basement level is suggested to mitigate any noise breakout as a result of any works being undertaken within the basement.

Overall, it is considered that the replacement building will be an improvement to the existing situation on site.

Two parking spaces are to be provided to the front of the site and will utilise the existing crossover, off street parking to the frontage is well established in the area. Being a corner property the site will benefit from soft landscaping to the side and front of the building to soften its visual appearance.

The application seeks to provide accommodation within the roofslope, there are other examples on the road of bungalows with accommodation in the roof space and as such this is considered to be acceptable. The proposal includes 3 dormers to the rear, 2 on the front elevation, 2 on the side elevation facing towards Mount Road and 1 facing 112B Park Road. The dormers are considered to be subordinate additions within the roofslope and would fit comfortably on the roofslope allowing clear roofslope above, below and allow for spacing around the dormers.

Overall, it is considered that the replacement building will be an improvement to the existing situation on site. The proposal is considered to respect the character and appearance of the area and as such it would be acceptable on character grounds.

#### Impact on the amenities of neighbours

One of the Councils key objectives is to improve the quality of life for people living in the Borough and therefore development that results in unacceptable harm to neighbours amenity is unlikely to be supported. Good neighbourliness is a yardstick against which proposals can be measured.

It is noted that there are side windows in the existing property at no.112B which face towards the application site, these are on the ground floor only and from reviewing the

previously approved plans for this site appear to serve a kitchen and utility area. It is not considered that these windows in the existing property (112B) will be impacted by the proposed development as these are secondary windows, with a window serving this room also located within the front elevation. It should also be noted that there is an existing structure at the application site along the common boundary and as such it is not considered that the proposal will result in any loss of amenity that is not already experienced in the current situation. A condition is to be imposed to ensure that the side dormer window will be obscure glazed on the side which faces towards 112B Park Road.

The proposed building would not project further beyond the rear building line of 112B therefore it is not considered that the proposal will result in any loss of amenity to the neighbouring occupiers at no.112B.

The proposal by virtue of its siting, size and height is not considered to result in harm to the occupiers of 19 Mount Road. The proposed building will only marginally extend further rearwards than the existing building and will provide soft landscaping between the property at no.19 and the proposal. The proposal will also involve the removal of an existing outbuilding and as such the building form of the proposal will be set further from the neighbours at 19 Mount Road than the existing outbuilding. Given the sufficient distances maintained between the proposed building and no.19 it is not considered that the proposal would have any adverse impact on this property.

#### Impact on the amenities of future occupiers

All residential development is expected to comply with the minimum space standards as advocated within the Sustainable Design and Construction SPD and the London Plan 2016 (MALP). In addition, all residential units are expected to provide suitable outlook and light to all habitable rooms whilst not compromising the amenities of neighbouring occupiers.

The proposed dwelling would comply with the minimum space standards in this regard and the proposal would provide adequate accommodation for future occupiers.

Table 2.2 of the Sustainable Design and Construction SPD specifies that double bedrooms should provide a minimum floor area of 12sqm and single bedrooms a minimum floor area of 8sqm; all bedrooms comply with these standards. All rooms would benefit from suitable outlook.

Residential development is expected to provide direct access to outdoor amenity. The property would have a suitable size garden for future occupiers. Although outdoor amenity space to the side of a property is not usually considered to be usable space, given the size of this area and the privacy afforded by the existing 2m high boundary fence this will prevent any overlooking or loss of privacy from pedestrians to the future occupiers of the new unit.

#### Accessibility and Sustainability

The application scheme is required by Policies 3.5 and 3.8 of the London Plan (2016 Minor Alterations to the London Plan) to meet Building Regulation requirement M4(2). The applicant has confirmed that the proposed development would meet this requirement, and a condition is attached to ensure compliance with these Policies.

In respect of carbon dioxide emission reduction, the applicant has confirmed that the scheme has been designed to achieve a 10% CO2 reduction over Part L of the 2013 building regulations. This level of reduction is considered to comply with the requirements of Policy 5.2 of the London Plan (2016 Minor Alterations) and the 2016 Housing SPG's requirements and a condition is attached to ensure compliance with the Policy

In terms of water consumption, a condition is attached to require each unit to receive water through a water meter, and be constructed with water saving and efficiency measures to ensure a maximum of 105 litres of water is consumed per person per day, to ensure the proposal accords with Policy 5.15 of the London Plan (2016 Minor Alterations).

The proposed development therefore would meet the necessary sustainability and efficiency requirements of the London Plan.

#### Impact on the traffic and highways

The proposal provides 2 parking spaces to the front of the site, these will be accessed via the existing crossover. This is considered to be an appropriate situation and will provide adequate parking for the new residential unit.

The basement car park will allow for parking of vehicles accessed by carlift, there are no objections to the principle of the car lift. The car lift and site will be accessed via a new crossover. It is considered that the proposal will not significantly impact on existing street parking availability.

The size of the basement has been amended and reduced to provide a basement that would be incidental to the main dwelling. Conditions have been imposed to ensure the use of the basement does not become occupied as a separate business unit and is used for personal hobby purposes.

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

Concerns have been raised that the development will facilitate more cars and business dealings in relation to classic American vehicles. The proposal for a residential property and basement which will be conditioned is not considered to directly lead to increased car ownership. The basement level has been reduced in size since its initial submission to limit the basement to being incidental to the main dwellinghouse.

There is sufficient detail on the plans to make an assessment of the potential impact of the proposal on the neighbouring property at no.19 Mount Road. The site location plan shows the position of this property.

#### **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**

The proposal is considered to accord with the requirements of the Development Plan and is therefore recommended for approval.

