

Location Land Adjacent To 1 And 1A Booth Road London NW9 5JS

Reference: 20/4583/FUL Received: 29th September 2020
Accepted: 20th October 2020

Ward: Colindale Expiry: 15th December 2020

Case Officer: Jack Wride

Applicant: Mr D Cullinan

Proposal: Demolition of existing garage and erection of a two storey dwelling with associated cycle parking and refuse storage

OFFICER'S RECOMMENDATION

Refuse

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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 their absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

- 1 The proposed dwelling, by reason of its scale, massing, design and siting, with sunken ground floor and front courtyard area, limited curtilage, narrow width and inharmonious palisade fencing, would represent a cramped and incongruous form of development on a restricted site, amounting to overdevelopment which would appear as a discordant and unsympathetic feature in this location and fail to relate to the context of the site and the pattern of development in the immediate surrounding area, to the detriment of the character and appearance of the street scene and the locality, contrary to Policy D3 of the London Plan (2021), Policies CS1 and CS5 of the LB Barnet: Local Plan (Core Strategy) DPD (2012), Policy DM01 of the LB Barnet: Local Plan (Development Management Policies) DPD (2012) and the Residential Design Guidance SPD (2016)
- 2 The proposed development, by virtue of the restricted outlook and limited daylight/sunlight afforded to the sunken ground floor habitable room, would result in a sub-standard level of accommodation, detrimental to the residential amenities of future occupiers and contrary to Policies D3 and D6 of the London Plan (2021), Policies DM01 and DM02 of the LB Barnet: Local Plan (Development Management Policies) DPD (2012), the Sustainable Design and Construction SPD (2016) and the Residential Design Guidance SPD (2016)

- 3 The proposed development, by virtue of the siting of the unit and associated amenity space, the sunken nature of the ground and first floor and associated glazing and palisade front boundary treatment, would fail to provide adequate levels of privacy, to the detriment of the residential amenities of future occupiers and contrary to Policy D3 of the London Plan (2021), Policies DM01 and DM02 of the LB Barnet: Development Management Policies DPD (2012), the Sustainable Design and Construction SPD (2016) and the Residential Design Guidance SPD (2016).
- 4 The development, by virtue of the siting, level and associated boundary treatment, would provide inadequate and insufficiently private outdoor amenity space in terms of both the quantity and quality of the sunken yard to the front of the proposed unit and therefore contribute to a sub-standard quality of accommodation to the detriment of the residential amenities of future occupiers, contrary to Policy D6 of the London Plan (2021), Policy DM02 of the LB Barnet: Local Plan (Development Management Policies) DPD (2012), the Sustainable Design and Construction SPD (2016) and the Residential Design Guidance SPD (2016)
- 5 The proposed development would fail to provide off-street car parking to serve the new dwelling and insufficient information has been provided with regard to a satisfactory technical justification to demonstrate that there is sufficient on-street availability to accommodate any overspill parking. In the absence of a legal agreement to restrict permit access, it is therefore considered that the highway and car parking impacts of the proposed development would have a detrimental impact on the free flow of traffic and parking provision, contrary to Policy T6.1 of the London Plan (2021), Policy CS9 of the LB Barnet: Local Plan (Core Strategy) DPD (2012) and Policy DM17 of the LB Barnet: Local Plan (Development Management Policies) DPD (2012)

Informative(s):

- 1 The plans accompanying this application are:
 - 595 0050 - Site Plan Existing (received 29.09.20)
 - 595 1100 - Ground Floor Plan Existing (received 29.09.20)
 - 595 1200 - Front and Side Elevation Existing (received 29.09.20)
 - 595 0010 - Location Plan (Ordnance Survey)
 - 595 0100 Rev C - Ground Floor Plan Proposed
 - 595 0101 Rev C - First Floor Plan Proposed
 - 595 0102 Rev C - Roof Plan Proposed
 - 595 0201 Rev C - Side and Back Elevations Proposed
 - 595 0210 Rev C - Front Elevation
 - 595 0193 - Sunlight Study

- 2 In accordance with paragraphs 38-57 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. To assist applicants in submitting development proposals, the Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered.

The applicant sought formal pre-application advice which was provided. Unfortunately the submitted scheme is not considered to accord with the Development Plan. If the applicant wishes to submit a further application, the Council is willing to assist in identifying possible solutions through the pre-application advice service.

- 3 This is a reminder that should an application for appeal be allowed, then the proposed development would be deemed as 'chargeable development', defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Therefore the following information may be of interest and use to the developer and in relation to any future appeal process:

The Mayor of London adopted a Community Infrastructure Levy (CIL) charge on 1st April 2012 setting a rate of £60 per sq m on all forms of development in Barnet except for a £0 per sq m rate for education and health developments. This planning application was assessed as liable for a payment under Mayoral CIL at this time.

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 were set at a rate of £0 per sq m. This planning application was assessed as liable for a payment under Barnet CIL at this time.

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

Liability for CIL is recorded to the register of Local Land Charges as a legal charge upon a site, payable should development commence. The Mayoral CIL charge is 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.

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

The Community Infrastructure Levy becomes payable upon commencement of development. A 'Notice of Commencement' is required to be submitted to the Council's CIL Team prior to commencing on site; 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 any appeal being allowed, please contact us: 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 Extension: 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

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

OFFICER'S ASSESSMENT

This case has been called to the Committee at the request of Cllr Zubairi for the following reason:

As you are aware I have an interest in this project as I believe this site offers the opportunity for an infill dwelling. I understand the applicants have reduced the scale of the building following Pre-application advice and that the house now accords with your requirements for a single storey building.

1. Site Description

The application relates to land adjacent to 1 Booth Road, currently occupied by a single storey brick and metal garage.

The application site is a relatively small, restricted rectangular shaped pocket of land fronting Booth Road. The flank elevation of No 1 Booth Road sits to the northern side; the rear gardens of homes on Colindale Avenue on its southern side and a shed and an area of private garden associated with 1 Booth Rd - not part the application site - is situated to the rear.

Booth Road and the wider area are mostly residential in nature, a mix of smaller residential terrace groups, with some semi-detached and blocks of purpose built flats further to the north. A mix of brick and render finishes are present on the street. The area of Colindale Avenue to the south has a more mixed residential / commercial feel around the junction with Booth Road and west around the Underground Station and also forms the boundary with the Colindale Gardens regeneration area.

The application site does not comprise a statutory listed or locally listed building and it is not within a Conservation Area. The site does fall within an Area of Opportunity - part of the Colindale Area Action Plan (2010) - and within a Controlled Parking Zone (CPZ). It benefits from a PTAL rating of 4 (good) and is proximate to Colindale Underground Station (Northern Line).

2. Site History

19/3584/FUL - A refusal on 27.08.2019 relating to a similar scheme to demolish of existing garage and erect a three storey dwelling. Refusal reasons were as follows:

- a) The proposed dwelling by reason of its size, height, design and siting would be a cramped and incongruous form of development on a restricted site, amounting to overdevelopment which would fail to relate to the context of the site and the pattern of development in the immediate surrounding area, to the detriment of the character and appearance of the street scene and the locality.
- b) The proposed dwelling would by reason of its size, height, design and siting, be overbearing and visually obtrusive, resulting in an unacceptable sense of enclosure, to the detriment of the residential and visual amenities of the neighbouring occupiers at 1 Booth Road, 183 Colindale Avenue and 185 Colindale Avenue.
- c) The proposed development would provide an insufficient and poor quality outdoor amenity space. The proposal would therefore provide a poor quality of accommodation for future residents

19/00287/AREF (LB Barnet reference) & APP/N5090/W/19/3237013 (Planning Inspectorate reference)- This appeal relating to the above scheme, was dismissed on 07.01.20 for the following reasons:

- a) Amenity Space

"Future occupants would rely on the balconies to provide a source of outdoor space which is limited. Although they could not be considered as providing a reasonable level of privacy from public view due to their positioning, and direct sun light would be limited as they are both north east facing.

I am mindful that this proposal is not a family dwelling, and the local area offers access to open space; albeit precise locations have not been provided. The SDC SPD advises amenity space for houses should be provided in the form of rear gardens, but I am also aware that the Council agrees to the use of balconies in appropriate circumstances; that planning obligations could be used to secure external space; and 40m² of external space is required for up to four habitable rooms. The London Housing Supplementary Planning Guidance and Standards 26 and 27 in respect of private open space standards are also relevant, seeking similar provision.

I therefore find that the outdoor amenity space would be inadequate to provide an acceptable standard for occupiers, and the proposal would therefore be contrary to DMLP Policy DM02, and both the RDG and SDC SPD's. "

b) Impact on character and appearance

"its scale, massing and height and contemporary design with atypical balcony detail, and narrow width, would appear as a discordant and incongruous feature in this location. It would not therefore respect the context and character of the adjacent houses to which it is most closely related, or to the overall street scene."

3. Proposal

Demolition of existing garage and erection of a two storey dwelling with associated cycle parking and refuse storage

The proposed dwelling's windows are restricted to the front elevation, alongside an obscure glazed rooflight serving the upper floor horizontal rooflight principally to the shower room at ground floor level to the rear. Materials are slate roof, with brick and render separated by a string course taking its cue from the adjoining terrace. There is proposed integral cycle, waste and recycling storage within the fabric of the building and a sunken court yard area to the front.

The building is proposed to be sunken relative to the road in order to afford two storeys internally whilst remaining below the eaves height of the neighbouring terrace.

No designated parking spaces form part of the scheme and there is no rear garden area due to plot restraints. The proposed entrance is via front of the property onto Booth Rd.

Internal Dwelling Details (as measured from plans)

Gross Internal Area - 36.9sqm - 20.7sqm (Ground Floor) / 16.2sqm (First Floor)

Total Number of Habitable Rooms: 2no

Amenity Space - 9.21sqm

4. Public Consultation

Neighbour consultation letters were sent to 70 neighbouring properties and a general site notice posted. Two responses were received: one representation and one objection - which is summarised below:

- o Loss of light to No 1 Booth Road,
- o Window at No 1 referred to as a hallway is in fact bedroom
- o Planning Statement cites examples with incomparable impact on neighbouring properties
- o New building fails to retain 2m separation between flank elevations

These issues are covered in the main assessment section of this report.

5 Internal Consultation

Local Highway Authority:

The site is in a PTAL score of 4 which means that there is good public transport accessibility to and from the site. Bus routes (125, 204, 303, 632, 642 and N5) can be accessed within 1 minute walking distance of the site and the nearest tube station is Colindale Tube station which is 2 minutes walking distance from the site. There is a Controlled Car Parking in operation on streets surrounding the site.

The proposal will attract a parking provision of 1 space, however since there is good public transport accessibility, the proposal is acceptable. Due to the heavy parking in the road, S106 permit restriction will need to be applied. Additionally, the existing crossover will need to be re-instated.

Please note 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. For this proposal the required cycle parking provision is 1 cycle parking space. Cycle parking should be provided in a secure, covered, lockable and enclosed environment. The type of stands used must allow both wheels and the frame of the bicycle to be locked. Cycle parking condition recommended. Please note it is not recommended for the cycle store to be located next to the bin store.

The refuse store requires to be lockable, secure and enclosed. Refuse collection points should be located within 10 metres of the Public Highway. Refuse/recycling condition recommended.

6. 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 in 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 NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities... being clear about design expectations, and how these will be tested, is essential for achieving this'. 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 2021

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 new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and supersedes the previous 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, CS2, CS5.
- Relevant Development Management Policies: DM01, DM02, DM03, DM08, DM17

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.

Barnet's Draft Local Plan -Reg 19 (2021)

Barnet's Draft Local Plan -Reg 19 - Publication was approved for consultation on 16th June 2021. The Reg 19 document sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. It is Barnet's draft Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of the policies and site proposals in the draft Local Plan.

Supplementary Planning Documents

Residential Design Guidance SPD (2016)
Sustainable Design and Construction SPD (2016)
Colindale Area Action Plan (2010)
Planning Obligations (2013)

7. Main issues for consideration

The main issues for consideration in this case are:

- i. The Impact on the appearance and character of the area
- ii. The impact on the amenities of neighbouring occupiers
- iii. Whether the proposal provides satisfactory living accommodation for future occupiers
- iv. Parking and Cycle Storage
- v. Refuse and Recycling Storage

8. Assessment

8.1 The impact on the appearance and character of the area

Development proposals must respect the character and appearance of the local area, relate appropriately to the site's context and comply with development plan policies in these respects. This will include suitably addressing the requirements of development plan policies DM01 and CS05 of the LB Barnet Local Plan, and D3 of the London Plan.

Policy DM01 states that all proposals should be based on an understanding of local characteristics preserve and enhance the local character of the area. They should respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The immediate area where the proposed new dwelling would be sited is characterised by terraced groupings, typically incorporating front gables and being of relatively consistent proportions and plot sizes, despite a marked variation in architectural detailing.

The proposed dwelling would be two storeys in height, but with the ground floor sunken below the level of the road. It would be narrow in its form and built within a small plot with little area beyond the footprint of the building apart from the front yard area and side passage.

It is acknowledged that the design has been revisited since the previously refused scheme and the proposal is more modest in height - though in part achieved by excavating a lower ground level - and seeks to take cues in respect of materiality and roof pitch from the adjoining terrace.

This design, whilst now reflecting the eaves heights and other characteristics of the adjacent properties to a greater extent than the previous application, is still problematic due to its incongruity within the constricted plot size. When viewed within the wider streetscape, it is considered to result in an atypical and cramped appearance and would appear uncharacteristically narrow in its plot in relation to its height. Indeed, in determining the previous appeal (albeit for a building of a different design) the Inspector noted that the *"narrow width, would appear as a discordant and incongruous feature in this location."*

The proposed dwelling would be set 1 metre away from the side elevation of 1 Booth Road.

Whilst it is acknowledged that there are other properties in the street have similar separation distances, or are terraced, this gap here would not help mitigate against the otherwise cramped form of development highlighted above.

It is also considered that the proposed palisade fencing to the front would appear incongruous and unsympathetic. Notwithstanding the presence of the taller boundary treatment which encloses the rear garden of the adjoining property fronting Colindale Avenue, the frontages of Booth Road are characterised by low boundary walls and supplementary planting. The proposed fence would be markedly atypical of this open approach and inconsistent even with the closed board finish of the neighbouring site.

Given its location, the proposed dwelling would be a prominent addition to the local streetscape, which would exacerbate the effects of its awkward relationship with 1 Booth Rd and the overdevelopment of its plot.

As such, the proposed development is considered to remain at odds with the established pattern of development to the detriment of the character and appearance of Booth Rd and the wider locality.

8.2 The impact on the amenities of neighbouring occupiers

It will be important that any scheme addresses the relevant development plan policies (for example Policy DM01 of the Barnet Local Plan and Policies D3 and D6 of the London Plan) in respect of the protection of the amenities of neighbouring occupiers.

Notwithstanding the objection received in respect of the impact upon No 1 Booth Road, in determining the previous appeal, the Inspector noted the following:

"A pedestrian pathway separates the side wall of the appeal site with the side wall of 1 and 1A Booth Road which includes habitable room windows. The ground floor windows presently overlook the garage and therefore there is currently a restricted outlook. The portion of the proposed dwelling that would eclipse this window would not be significantly different to the relationship that already exists. The second floor windows would not directly overlook the proposed dwelling and the outlook from these windows would be otherwise unrestricted with no significant loss of day light and sunlight likely to arise."

With regard to the rear elevation and gardens of properties facing onto Colindale Avenue, the Inspector previously determined:

"Rear windows at No.'s 183 and 185 look onto the existing boundary fence. I do not consider the additional portion of development that would be visible above the boundary fence to unacceptably harm the outlook from these windows or reduce light levels. Overall, taking account of the location of windows, separation distances, and orientation to the appeal site, I do not consider the living conditions of the occupiers of both dwellings would be harmed by an overbearing or visually intrusive form of development, or result in a sense of enclosure."

The footprint of the building has not changed since the previous proposal and the overall height and massing above the level of the fence has been reduced.

A new rooflight is proposed to the elevation facing the rear of properties on Colindale Avenue

however, this would be obscure glazed and fixed shut. This arrangement could be conditioned if subject to an approval.

On that basis and within the context of the previous appeal decision, the amended proposal is not considered to give rise to any new unacceptable impact on the amenity of neighbouring occupiers.

8.3 Whether the proposal provides satisfactory living accommodation for future occupiers

The proposed dwelling has 37sqm of Gross Internal Area, which is equivalent to the threshold for 1-bed, 1-person dwellings as laid out Table 3.1 pursuant to Policy D6 of the London Plan (2021).

However, whilst the rooms in the newly created dwelling would have access to windows and roof lights providing some natural light, as a result of the sunken nature of the building and the north-easterly orientation of the principal windows, the amount of daylight/sunlight afforded to the kitchen/dining room at ground floor level is considered likely to be limited.

This situation is exacerbated by the sunken level and proposed palisade fence, which are considered both to limit outlook from the ground floor and give rise to overlooking from the street.

The LB Barnet: Sustainable Design and Construction SPD notes that dwellings should provide outdoor amenity space (see Section 2.3 Outdoor Amenity Space, pages 10-11) at 40m² for a new houses with 4 or less habitable rooms. As per the glossary entry in the same document (Page 51) kitchens greater than 13sqm will be counted as habitable rooms.

In addition, the LB Barnet: Residential Design Guidance SPD states that all dwellings should have access to outdoor amenity space that is not overlooked from the public realm and provides a reasonable level of privacy and provides a reasonable acoustic environment. The size, shape and slope gradient of amenity space is key to its usability. Front gardens do not normally offer quality private amenity space.

As a new building requires 40sqm of space (dwellings up to four habitable rooms) and provides just under 10sqm, it is significantly deficient - though it is noted that such provision is otherwise consistent with the expectation for flats comprising 2no habitable rooms. It is acknowledged that the proposal is for a single person dwelling and that there are public open spaces within 400m of the site - in the form of Colindale Park and Montrose Playing Fields. However, as the site is not within a designated Town Centre or part of a high-density development and in light of the considerable shortfall in area, it is not considered to trigger the financial contributions provided for in the SPD.

The designated outdoor private amenity space for the development within the proposals is also the front yard. As a result of its siting, it is considered to be of limited amenity and not to meet the required standards - given its restricted size, nature (steps and pathways are specifically excluded), proximity to the public highway - resulting in noise impacts and general privacy issues not overcome by the palisade fencing.

With regard to the above appraisal therefore, it is considered that the reduced levels of daylight/sunlight, limited outlook, overlooking at insufficient private amenity space would result in a sub-standard level of accommodation, to the detriment of the residential amenities

of future occupiers.

8.4 Parking and Cycle Storage

Policy DM17 states that the council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be 2 to 1.5 spaces per unit for detached and semi-detached houses.

The PTAL score for the site four (good), which attracts a parking requirement of 1.5 spaces. No off-street parking is proposed and there is the loss of the space associated with the existing garage.

As a single, one-bedroom dwelling in an accessible location with good access to local transport links the potential parking overspill is limited. The Local Highway Authority have identified a likely demand of 1no space and note that the proposal would therefore be acceptable as car free subject were a legal agreement to restrict permit access for future occupiers to be in place.

Covered, secure and accessible cycle storage has been included within the scheme and is considered to be satisfactory.

8.5 Refuse and Recycling Storage

Integral refuse and recycling storage is provided on the plans for 2no 240L bins (1no refuse and 1no recycling). This is consistent with the current expectations as set out in Information for developers and architects: Provision of Household Recycling and Waste Service (2020) and within 10m of the highway. No objection has been raised by the Local Highway Authority.

9. 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.

10. Recommendation

Having taken all material considerations into account, it is considered that, whilst the use for an additional residential dwelling is acceptable in principle, the proposed development would amount to an overdevelopment which would appear as a discordant and unsympathetic feature in this location and fail to relate to the context of the site and the pattern of development in the immediate surrounding area. The development is also not considered to provide an appropriate standard of accommodation, to the detriment of the amenities of future occupiers.

The development is not considered to accord with the requirements of the Development Plan and the weight of other material considerations does not indicate that the proposal should be determined otherwise than in accordance with Section 38(6) of the Planning and

Compulsory Purchase Act (2004). The application is therefore recommended for **REFUSAL**

