

architecture : planning

Upp

PLANNING STATEMENT

78 High Road, London, N2 9PN



1. Introduction

1.1 UPP Architects & Town Planners have been instructed by the applicant, Zebulun/Finchlink/Dub Estates, to prepare a supporting statement in respect of a full planning application at the site known as 78 High, London N2 9PN. This planning statement should be read in conjunction with the accompanying architectural plans.

1.2 This application seeks planning permission for the conversion of the property to two self-contained flats following the erection of a ground floor rear extension and creation of a new mansard roof. Minor modifications are proposed to the rear access to maintain 1no. car parking space as well as external amenity space, cycle storage and associated refuse and recycling facilities. The proposed development will improve the commercial and residential potential for the site.

1.3 This document provides details of the proposed scheme and will demonstrate that the proposal is in accordance with planning policy and guidance at national, regional and local levels.

2. The Site and Surroundings

2.1 The application site relates to a three-storey mid-terraced property, located on the east side of High Road, close to the junction with Fortis Green, which is of mixed character. The subject property is in use for commercial purposes at the ground floor level (Class E – delicatessen) and is used as 1no. large duplex residential unit across the upper two floors. The immediate neighbouring properties are used for similar such purposes, although it is noted that the immediate neighbouring properties at Nos 80 and 82 benefit from loft extensions providing an additional storey to those buildings.

2.2 The existing property is traditional in appearance and is consistent with the other properties on this parade. Traditional timber sash windows clearly define the front elevation with intricate detailing above the top floor windows which further adds visual interest. The ornate parapet further enhances the appearance of the building and contributes towards a visually symmetry with the neighbouring properties in this parade.

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2.3 The application site is not listed and it is not located within a conservation area. There are no protected trees on site which would be impacted by the proposal. The site is located in Flood Zone 1 which has a low probability of flooding. With regards to PTAL it has a rating of 4 which is considered good.

3. Relevant Planning History

3.1 22/1374/FUL | Conversion of the upper floor to 2no self-contained dwellings including two storey rear bay extension and mansard roof extension. Construction of two storey rear extension maisonette. Associated refuse/recycling/cycle storage. Refused (11/05/2022)

3.2 C09472 | Change of use from betting office to hot foodtake-away. Withdrawn (30/07/1987)

4. The Proposal

4.1 The application seeks full planning permission for the conversion of the property to two self-contained flats following the erection of a ground floor rear extension and creation of a new mansard roof. Minor modifications are proposed to the rear access to maintain 1no. car parking space as well as external amenity space, cycle storage and associated refuse and recycling facilities

4.2 The proposed conversion will create 2 residential units with a net increase of 1 unit on site. The schedule of areas provides details of the proposed units:

Unit Number	Unit Type	Unit Size (sq.m)
1	2b3p	73
2	2b3p	79

Figure 1 – Schedule of Areas

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- 4.3 Unit 1 will be located on the ground floor and first floors and will benefit from private amenity space measuring 10 sqm which will encompass part of the existing courtyard. Unit 2 is located on the second and third floors. This will not have any private external amenity space as balconies are not considered characteristic of the area. The commercial floor space will slightly increase as a result of the reconfiguration of the ground floor.
- 4.4 The proposal will retain a good standard of internal and external space for future occupiers which would exceed the minimum guidance set out in the Department for Communities and Local Government (DCLG) Technical Housing Standards. The property has also been designed to ensure all units are dual aspect allowing for good levels of outlook, ventilation and daylight.
- 4.5 All units will be accessible from a sole entrance at the front of the property maintaining the existing access. A communal hallway will provide access to all units. Cycle storage will be located in the rear of the site. Refuse storage for the ground floor unit will be to the rear and for the commercial and upper floor residential will be bag collection which is used for many other properties on this street. There will be 1 no. parking space on site.

5. Planning Policy

5.1 The Local Development Framework for the application is as follows:

- The National Planning Policy Framework (NPPF)
- London Plan (2021)
- Barnet Local Plan – Core Strategy Policies
- Barnet Local Plan – Development Management Policies

National Planning Policy Framework (NPPF)

5.2 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

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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.

- 5.3 The NPPF has a presumption in favour of sustainable development. This is highlighted in the opening chapters of the document which states that:
“The purpose of planning is to contribute to the achievement of sustainable development.”
- 5.4 There are principally three aspects which define sustainable development and these are based on the associated economic role, the social role and the environmental role. In terms of the economic aspect, the right amount of land has to be made available where there is a demand to support growth. The social role is focused on providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment. The environmental role involves the protection of the natural, built and historic environment. The NPPF goes on to stipulate:
“achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways.”
- 5.5 The NPPF promotes early consideration of transportation in order to maximise the potential for sustainable transport (paragraph 104). This includes maximising opportunities for walking, cycling and public transport.
- 5.6 Chapter 12 is titled ‘Achieving well-designed places’ and sets out 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.”
- 5.7 The NPPF recognises that “where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to the development (paragraph 130).” Furthermore, the NPPF stipulates in paragraph 131 that “great weight should be given to outstanding or innovative designs which

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promote high levels of sustainability, or help raise the standard of design more generally in the area.”

London Plan (2021)

- 5.8 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and is part of the statutory development plan for London. The relevant planning policies are:
- 5.9 Policy GG2 – Making the Best Use of Land – *“To create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:*
- A. enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites*
 - B. prioritise sites which are well-connected by existing or planned public transport*
 - C. proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling*
 - D. applying a design-led approach to determine the optimum development capacity of sites*
 - E. understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London’s distinct and varied character*
 - F. protect and enhance London’s open spaces, including the Green Belt, Metropolitan Open Land, designated nature conservation sites and local spaces, and promote the creation of new green infrastructure and urban greening, including aiming to secure net biodiversity gains where possible*
 - G. plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.”*

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- 5.10 Policy D6 – Housing Quality and Standards – *“Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.”*
- 5.11 Policy H1 – Increasing Housing Supply – *“Table 4.1 sets the ten-year targets for net housing completions that each local planning authority should plan for. Boroughs must include these targets in their Development Plan Documents.”*
- 5.12 Policy H10 – Housing Size Mix – *“Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:*
- 1) robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment*
 - 2) the requirement to deliver mixed and inclusive neighbourhoods*
 - 3) the need to deliver a range of unit types at different price points across London*
 - 4) the mix of uses in the scheme*
 - 5) the range of tenures in the scheme*
 - 6) the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity*
 - 7) the aim to optimise housing potential on sites*
 - 8) the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock*
 - 9) the need for additional family housing and the role of one and two bed units in freeing up existing family housing.”*
- 5.13 Policy T5 – Cycling – *“securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2,*

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ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.”

- 5.14 Policy T6.1 Residential Parking – *“New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.”*

Barnet Local Plan – Core Policies

- 5.15 Policy CS NPPF – Presumption in Favour of Sustainable Development; *“When considering development proposals, we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). We will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Barnet. Planning applications that accord with policies in Barnet’s Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise”.*
- 5.16 Policy CS1 - Barnet’s Place Shaping Strategy; *“Barnet’s place shaping strategy is to concentrate and consolidate housing and economic growth in well located areas that provide opportunities for development, creating a quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them. The key diagram sets out the areas where we expect housing and economic growth”.*
- 5.17 Policy CS4 – Providing Quality Homes and Housing Choice in Barnet; *“We will aim to create successful communities in Barnet by:*
- Seeking to ensure a mix of housing products in the affordable and market sectors to provide choice for all households and enable Barnet residents to progress on a housing journey that can meet the aspirations of home ownership*

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- *Seeking a range of dwelling sizes and types of housing including family and lifetime homes that meets our identified housing priorities and does not undermine suburban character or local distinctiveness.”*

5.18 Policy CS5 – Protecting and Enhancing Barnet’s Character to Create High Quality Places; *“We will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high-quality design. Developments should:*

- *Address the principles, aims and objectives set out in the following national design guidance: By Design, Secured by Design, Safer Places, Inclusive Design, Lifetime Homes and Building for Life*
- *Be safe, attractive and fully accessible*
- *Provide vibrant, attractive and accessible public spaces*
- *Respect and enhance the distinctive natural landscapes of Barnet*
- *Protect and enhance the gardens of residential properties*
- *Protect important local views from places within Barnet (as set out in Map 8)*
- *Enhance the borough’s high-quality suburbs and historic areas through the provision of buildings of the highest quality that are sustainable and adaptable”.*

5.19 Policy CS14 – Dealing with our Waste; *“We will encourage sustainable waste management by requiring developments to provide waste and recycling facilities which fit current and future collection practices and targets”.*

Barnet Development Management Policies (2012)

5.20 Policy DM01 – Protecting Barnet’s Character and Amenity; *All development should maximise the opportunity for community diversity, inclusion and cohesion and should contribute to people’s sense of place, safety and security”.*

A. All development should represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation.

B. Development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

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C. Development proposals should ensure attractive, safe and, where appropriate, vibrant streets which provide visual interest, particularly at street level and avoid blank walls.

D. Development proposals should create safe and secure environments and reduce opportunities for crime and minimise the fear of crime.

E. Development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.

F. Development proposals for lighting schemes should not have a demonstrably harmful impact on residential amenity or biodiversity.

G. Development proposals should retain outdoor amenity space having regard to its character.

H. Conversion of dwellings into flats in roads characterised by houses will not normally be appropriate.

I. Loss of houses in roads characterised by houses will not normally be appropriate.

J. Development proposals will be required to include hard and soft landscaping that:

- Is well laid out in terms of access, car parking and landscaping;*
- Considers the impact of hardstanding on character;*
- Achieve a suitable visual setting for the building;*
- Provide an appropriate level of new habitat including tree and shrub planting;*
- Make a positive contribution to the surrounding area;*
- Contributes to biodiversity including the retention of existing wildlife habitat and trees;*
- Adequately protects existing trees and their root systems.*

K. Trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate”.

5.21 Policy DM02 – Development Standards; *“Where appropriate, development will be expected to demonstrate compliance with the following national and London-wide standards supported by the guidance set out in the council’s suite of Supplementary Planning Documents”.*

5.22 Policy DM17 – Travel Impact and Parking Standards; *“Road Safety - The Council will ensure that the safety of all road users is taken into account when considering development proposals and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users. Parking Management - The Council will*

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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:

- *1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom);*
- *1.5 to 1 space per unit for terraced houses and flats (2 to 3 bedrooms); and*
- *2 to 1.5 spaces per unit for detached and semi-detached houses and flats (4 or more bedrooms)".*

6. Policy Considerations

Principle of Development

- 6.1 The principle of development is mainly established through the fact that the property already comprises a mixed-use development with commercial premises on the ground floor and residential on the upper two levels. There are no changes proposed in terms of the overall uses which demonstrates the acceptability of the proposal.
- 6.2 In fact, in order to facilitate the proposal, an internal reconfiguration of the ground floor space including the commercial unit is proposed. The proposal will actually result in the increase of the commercial unit from 38sqm to 40sqm which is considered to be a benefit as there will be a small uplift in the commercial floor space.
- 6.3 Turning to the residential units, it is noted that at present there is 1no. 4 bedroom residential unit located over two floors. The layout for this unit is awkward and does not result in site optimisation. Reconfiguration of the internal layouts to provide 2no. 2 bedroom residential units is anticipated to be a further benefit as it will result in an uplift of residential units making a minor contribution to borough wide housing targets.
- 6.4 Given all of the above, including the fact that the proposal will result in an uplift of commercial and residential floor space, as well as an increase in the number of residential units, it is anticipated that the principle of development is likely to be acceptable from a planning perspective.

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Design and Appearance

- 6.5 The proposal involves the erection of a ground floor rear extension and alterations to the roof including the creation of a mansard roof extension together with 3no. dormer windows to the front and rear elevation to facilitate additional accommodation at roof level. The proposed ground floor rear extension has been scaled back in comparison to the previously refused iteration of the plans. This extension will match the depth of the main existing ground floor rear extension at the adjoining property at No 80. It is noted that No 76 has a haphazard rear extension whilst the rear building lines of Nos 70-74 are more consistent with the extent of built form in the rear of the site and extend further rearwards than is currently proposed with this development. As such, it is not considered that the proposal will result in harm to the character of the area.
- 6.6 Although it is appreciated that the proposal will require a very small partial first floor extension to facilitate the staircase for the duplex unit, this is consistent with the development at No 76 and in many ways has been designed in a less obtrusive way. The materials have been designed to match those used in the main roof to ensure a harmonious appearance from a design perspective.
- 6.7 Turning to the roof extension, it is noted that no objections were raised in the previous refusal 22/1374/FUL raised no concerns with regards to the roof extension which was considered contextually appropriate in this location. It is noted that No 80 benefits from a mansard roof extension and the proposal has been designed to accurately reflect this neighbouring built form in order to ensure consistency, especially with the 3no. dormers to the front and rear. It is noted that Nos 58 and 60 High Road also benefit from mansard roof extensions, further emphasising the acceptability on this part of the street. As such, it is not anticipated that the proposed roof extension will be considered unacceptable from a design perspective.

Residential Amenity

- 6.8 It is important to acknowledge from the outset that several reasons for refusal in the previous consent related to the quality of residential amenity, including substandard accommodation

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and the lack of safe access to the property. The applicant has worked hard to address these concerns which should be evident from the care and attention that has gone into the details. The proposal will provide high-quality units which will significantly exceed the minimum internal space standards set out within the London Plan and DCLG technical guidance. The units will be equipped with kitchen / living / dining areas, bedrooms, bathrooms and storage to ensure all units are appropriate for modern living. It is proposed that the new dwellings will be dual aspect providing a good level of outlook, natural light and ventilation for the future occupiers with all habitable rooms containing windows of generous proportions.

6.9 The proposed units will have a floor to ceiling height of 2.5 metres and the proposal has been carefully designed to ensure that Unit 2 will have 75% of its head height at 2.5 metres. In terms of access, whilst there will be an access from the rear of the site for Unit 1, the principal access for both flats will be from the existing main entrance fronting High Road. This is why the additional internal staircase from the first floor to ground floor level at the rear of the site is an essential component of this proposal.

6.10 At the rear of the site, the ground floor unit will benefit from private amenity space measuring 10sqm in area. Unfortunately, it is not possible to provide private amenity space for the upper floor unit as balconies are not characteristic of the area and would result in increased overlooking and loss of privacy to the properties to the rear. It is also important to acknowledge that the existing duplex unit does not benefit from any private external amenity space at present and this is an existing family sized unit. As such, the lack of amenity space for the upper floor unit is considered to be justified in this regard.

Neighbouring Amenity

6.11 As part of any planning application, it is important to ensure development proposals would not have an adverse impact on neighbouring amenity with regards to light, outlook or increased sense of enclosure. The impact of the proposals on the neighbouring residents in Fairlawn Avenue was of concern in the previous planning application.

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- 6.12 The application proposal has been carefully designed to safeguard existing neighbouring amenity. The proposed single storey rear extension to the property will extend in line with the neighbouring extension at No 80 and it is accepted that both neighbouring properties benefit from rear extensions. Furthermore, No 76 does not appear to have any habitable room windows at ground floor level. Turning to the properties at the rear, it is considered that the ground floor rear amenity space will be enclosed by a 2m high fence and this will ensure that any windows for the ground floor flat will look only onto this boundary fence and will not have views onto the neighbouring rear gardens. As such, it is not considered that this element of the proposal could result in any increased overlooking or loss of privacy.
- 6.13 In terms of the arrangement at first and second floor levels, it is noted that these windows are currently in use for residential purposes and the uses will not change. Given that these windows will be no closer to the neighbouring properties than existing and the uses will not change, it is not considered that this aspect of the proposal would exacerbate any harm.
- 6.14 Turning to the loft extension the proposed alterations are at roof level. Whilst the front and rear dormers will either overlook the main street or the rear of the property. Whilst this aspect of the proposal will be higher than the neighbouring properties in Fairlawn Avenue, it is also important to acknowledge that there is a separation distance of at least 21 metres between facing habitable room windows and as such, it is not anticipated that the proposal will result in any harm.
- 6.15 With regard to noise and disturbance, it is considered the net increase of one dwelling will not cause undue impact on noise and disturbance for surrounding units. The property will appear as per the existing arrangement with both units accessed internally via communal hallways. This will result in less noise projected externally from comings and goings and will be contained internally. The proposed units have been stacked to ensure noise and disturbance between units is minimised. Furthermore, a large number of properties on High Road have been converted into flats and they are not considered to cause undue noise and disturbance to surrounding occupiers.

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Transport and Highways

- 6.16 The application site has a PTAL rating of 4, which is classified as 'good'. In addition, the site is in close proximity to various forms of public transport. There are several different bus routes within 600m of the site providing access across north and west London. East Finchley Underground Station is approximately 250m away from the application site and provides connections to the Northern Line alongside several bus services to north and central London.
- 6.17 Despite the high PTAL levels it is proposed that there will be 1no. off-street parking space which will be provided for the ground floor unit. It is not considered that the provision of 1no. residential unit in a high PTAL area will result in increased on-street parking congestion in the immediate locality.
- 6.18 It is proposed that 4no. cycle storage spaces will be incorporated into the rear of the site. These spaces will be located in dedicated, enclosed storage areas.

Refuse and Recycling

- 6.19 Dedicated refuse and recycling facilities will be provided in a dedicated new bin store to the rear of the site. The refuse storage is located in a dedicated, enclosed bin area allowing easy access for future occupiers of the ground floor unit and refuse collection vehicles as it will follow the existing arrangements. The provision of a dedicated storage container will reduce visual clutter on the streetscene and integrate well into the area. It is proposed that 1no. 240l bins will be provided for refuse and recycling accordingly in accordance with Barnet's refuse guidance.
- 6.20 In terms of the upper floor and commercial unit, it is accepted that the proposed refuse arrangements will be difficult for them to access. Following conversations with Barnet's refuse department, it is apparent a sack collection system already operates on this road. In view of this fact, it is proposed that the ground floor commercial unit and upper floor flat will operate with a bag collection system.

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7. Conclusion

7.1 The applicant has worked hard to address the reasons for refusal pursuant to planning application 22/1374/FUL and demonstrate that the site provides an excellent opportunity for enhancement. In fact, the proposal results in an uplift of both commercial and residential floor space as well as a net increase in the number of residential units.

7.2 The proposed extensions to the property are considered sensitive and would not dominate its character and appearance. It has also been demonstrated that despite the additional enhancements, neighbouring amenity will be safeguarded at all times. Furthermore, they are fully compliant with the Residential Design Guidance SPD.

7.3 The proposed development will provide 1no. car parking space for the residential units despite the high PTAL level, it is only the studio unit which will be car-free. This is in accordance with London Plan standards and it has been demonstrated that the proposal will not cause on-street parking pressures on the surrounding roads as sustainable modes of transport will be encouraged.

7.4 It is therefore submitted that this proposal would be compliant with national, regional and local policies.

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