

Location **53 And 55-57 The Market Place Falloden Way London NW11 6JT**

Reference: **16/8077/FUL** Received: 20th December 2016
Accepted: 3rd January 2017

Ward: Garden Suburb Expiry 28th February 2017

Applicant: Mr Steve Adams

Proposal: Rear infill extension, new infill doors to the rear with brick to match existing, and new plant area and associated utilities with timber fence surround. New shopfront and fascias across the front of the properties. 2 new satellite dishes to the rear elevation. Fenestration changes at first floor. Changes to pipework and drainage, and new rainwater goods to the rear. Various internal changes and amalgamation of units to facilitate a new convenience store (class A1). [AMENDED DESCRIPTION]

Recommendation: Approve subject to conditions

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

Drawing No. URB FW [08] 00 11 - (Site Location Plan)
Drawing No. URB FW [08] 00 12 - Revision 001 (Existing ground floor plan)
Drawing No. URB FW [08]00 13 (Existing Elevations)
Drawing No. URB FW [08] 00 14 (Sections)
Drawing No. URB FW [08] 00 15 (Proposed Plan)
Drawing No. URB FW [08] 00 16 (Proposed roof plan)
Drawing No. URB FW [08] 00 17 (Proposed elevations)
URB-FW A3 90 01-D00 (Design and Access Statement)
Planning & Heritage Statement by Peacock and Smith Ltd, dated December 2016

Transport Statement by ADL Traffic Engineering Ltd, dated December 2016
Noise Impact Assessment by AB Group Limited, dated 15 December 2016
Email dated 10 March 2017 regarding window details by Mr R. Phillips of Urban Edge

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

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

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

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

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

- 4 The use hereby permitted shall not be open to members of the public before 7.00 am or after 11.00 pm.

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

- 5 No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 6 No deliveries shall be taken at or dispatched from the site on any Sunday, Bank or Public Holiday or before 07.00 am or after 11.00 p.m. on any other day.

Reason: To prevent the use causing an undue disturbance to occupiers of adjoining residential properties at unsocial hours of the day.

- 7 a) No development other than demolition works shall take place until details of all extraction and ventilation equipment to be installed as part of the development, including a technical report have been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced 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 Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

- 8 The level of noise emitted from the plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

- 9 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2015.

- 10 a) No development shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from the retail use; as measured within habitable rooms of the building shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

- b) The mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and 7.15 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 applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 30dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 3 Any highway approval as part of the planning process for the alteration to the existing crossovers or new crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for crossover under Highways Act 1980. Removal or relocation of any existing street furniture or alteration to road markings or Controlled Parking Bays would be subject to public consultations and would be done at the applicant's expense, under a rechargeable works agreement, by the Council's term contractor for Highway Works.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team as part of the crossover application. The outcome of this assessment cannot be prejudged. Information on application for a crossover can be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

- 4 The developer is required apply to the Highway Authority for a Projection Licence under Highways Act 1980 for any overhanging over the public highway. The overhang must be a minimum height of 2.7 metres above the footway and 4.1 metres above the carriageway.

- 5 This permission does not confer advertising consent. Seperate advertising consent would be required for any advertisements on site.

Officer's Assessment

1. Site Description

The application site forms part of a terrace of properties (No. 17 to No. 57) along the north side of Falloden Way, also known as The Market Place.

They group are not statutory listed or locally listed buildings.

It is considered a 'Positive Building' within the Conservation Area.

The terrace is characterised by commercial units at ground floor and residential flats on the upper floors.

2. Site History

Reference: C07654

Address: 53 The Market Place London NW116JT

Description: New shopfront

Decision: Approved subject to conditions

Decision date: 9 February 1982

Reference: C07654A/07

Address: 53 The Market Place London NW116JT

Description: Formation of new flat roof at rear of ground floor shop.

Decision: Approved subject to conditions

Decision date: 11 February 2008

Reference: C11959

Address: 55 The Market Place London NW11

Description: Change of use from retail (Class A1) to hot food take-away (Class A3).

Decision: Refused

Decision date: 8 February 1995

Reference: F/00189/09

Address: 55 The Market Place, London, NW11 6JT

Description: Demolition and reconstruction of unstable retaining walls to lightwell area to rear of property and replacement of adjacent steps and hardstanding.

Decision: Approved subject to conditions

Decision date: 13 March 2009

Reference: F/01815/09

Address: 55 The Market Place, London, NW11 6JT

Description: Submission of details of condition 3 (Railings - Details) pursuant to planning permission F/00189/09.

Decision: Approved

Decision date: 08 June 2009

Reference: C02374B

Address: 57 The Market Place London NW11

Description: Internally illuminated fascia and projecting box sign

Decision: Approved subject to conditions

Decision date: 27 June 1989

3. Proposal

The application proposes the following:

- Rear infill extension,
- Various internal changes and amalgamation of units to facilitate a new convenience store (class A1)
- New plant area and associated utilities with timber fence surround
- New shopfront and fascias across the front of the properties
- New infill doors to the rear with brick to match existing,
- 2 new satellite dishes to the rear elevation
- Fenestration changes at first floor
- Changes to pipework and drainage, and new rainwater goods to the rear

4. Public Consultation

85 consultation letters were sent to neighbouring properties.

A site notice was erected on 12 January 2017

A press notice was published on 12 January 2017

14 responses have been received, including a petition with 324 signatures.

The representations received can be summarised as follows:

- A large proportion of objections stated that the area already benefits from convenience stores and that an additional convenience store is not needed. Objectors stated that this will impact local independent businesses.
- Comments were received regarding the ethics of the Co-Op company.
- Concerns with proposals' impact on parking and traffic.
- Concerns regarding possible increases in crime
- Concerns regarding resultant increase in rubbish

The petition raised the following concerns: there are more than adequate facilities in the area for food shopping; it will impact local independent businesses. Will impact parking and increase traffic incidences, particularly deliveries.

Transport for London has the following comments for the proposal:

TfL understand that the applicant proposes changes to the existing parking bays on Falloden Way, directly outside. TfL believe that the proposed site can satisfy its servicing requirements under the existing arrangements but may review changes to the parking bays in the future. Based on the above being understood, TfL have no further comment.

Hampstead Garden Suburb CAAC:

The Hampstead Garden Suburb Conservation Area Committee were consulted at a meeting on the 8th March 2017. They raised no objection to proposals.

Hampstead Garden Suburb Trust:

Although not a formal consultee of planning applications, the Local Planning Authority are aware that the Hampstead Garden Suburb Trust have granted Trust approval for these works within their separate planning application process.

Highways:

Acceptable subject to conditions. See assessment below.

Environmental Health:

Acceptable subject to conditions. See assessment below.

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, DM06.

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

development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

The Council Guide 'Hampstead Garden Suburb Conservation Area Design Guidance' as part of the Hampstead Garden Suburb Character Appraisals was approved by the Planning and Environment Committee (The Local Planning Authority) in October 2010. This leaflet in the form of supplementary planning guidance (SPG) sets out information for applicants on repairs, alterations and extensions to properties and works to trees and gardens. It has been produced jointly by the Hampstead Garden Suburb Trust and Barnet Council. This leaflet was the subject of separate public consultation.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether the principle of use is acceptable
- Whether the extensions and alterations would detract from the character and appearance of the street scene and this part of the Hampstead Garden Suburb Conservation Area.
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether proposals would be of detriment to highways safety and parking pressures

5.3 Preamble

Hampstead Garden Suburb is one of the best examples of town planning and domestic architecture on a large neighbourhood or community scale which Britain has produced in the last century. The value of the Suburb has been recognised by its inclusion in the Greater London Development Plan, and subsequently in the Unitary Development Plan, as an 'Area of Special Character of Metropolitan Importance'. The Secretary of State for the Environment endorsed the importance of the Suburb by approving an Article 4 Direction covering the whole area. The Borough of Barnet designated the Suburb as a Conservation Area in 1968 and continues to bring forward measures which seek to preserve or enhance the character or appearance of the Conservation Area.

The ethos of the original founder was maintained in that the whole area was designed as a complete composition. The Garden City concept was in this matter continued and the architects endeavoured to fulfil the criteria of using the best of architectural design and materials of that time. This point is emphasised by the various style of building, both houses and flats, in this part of the Suburb which is a 'who's who' of the best architects of the period and consequently, a history of domestic architecture of the period of 1900 - 1939.

The choice of individual design elements was carefully made, reflecting the architectural period of the particular building. Each property was designed as a complete composition and design elements, such as windows, were selected appropriate to the property. The Hampstead Garden Suburb, throughout, has continuity in design of doors and windows with strong linking features, giving the development an architectural form and harmony. It is considered that a disruption of this harmony would be clearly detrimental to the special character and appearance of the Conservation Area. The front of the properties being considered of equal importance as the rear elevation, by the original architects, forms an integral part of the whole concept.

5.4 Assessment of proposals

Principle of use:

The application proposes internal changes to create new openings between No. 53 and No. 55-57 which are currently two separate commercial units, in order to amalgamate them into one unit.

The units, as existing, are lawful A1 uses, in accordance with the Town and Country Planning (Use Classes) Order 1987 (as amended). Both units are currently vacant.

The proposed use is a convenience store, which is considered an A1 use. Therefore, no change of use will occur and as existing, both units can lawfully trade as an A1 use.

The site is located within the retail frontage of a 'Local Centre', as designated by Barnet's Development Management Policies Document (2012).

Core Strategy Policy CS6: Promoting Barnet's Town Centres sets out that the variety of town centres in the borough all have different roles and functions to play. The local centres and parades are particularly important for those less mobile. Policy CS6 seeks to protect and enhance more 'local' neighbourhood centres and parades of shops in terms of their potential contribution to sustainable suburbs and shopping.

Protecting retail uses (Class A1) from change of use in local centres is a policy priority. The application does not represent a loss of, or change of use from, A1 and therefore is not in conflict with development plan policy. In accordance with Policy DM12, the Council will seek to protect all retail uses (Class A1) in existing local centres; the scheme is in accordance with this policy.

It is noted by Officers that in regards to Sequential Tests, Paragraph 12.3.1 of Barnet's Development Management Document DPD (2012) states: 'The council also expects this approach to be applied to the amalgamation of existing retail units in local centres or parades which result in a single unit exceeding 200m² gross.'

The proposal would result in a single unit exceeding 200sqm gross, at a floorspace of 252 sqm.

As there is no change of use, it is considered that there is no scope to object to the use as a supermarket.

The agent has undertaken a retail of survey of the local centre which confirms that 13% of units along the Market Place are vacant. The agent states that Unit 53 and Unit 55-57 have remained vacant since July 2011 and March 2015 respectively. The agent has stated that despite the letting agent's best efforts and both units having good frontages on to the busy A1, the market response has been poor from the retail sector and they have struggled to find suitable tenants. Information supporting this has been provided.

The agent also highlights that the Council's own retail evidence base (Town Centres Floorspace Needs Assessment, April 2009) for the Local Development Plan states at paragraphs 6.34, 6.49 and 13.59 that the designated local centres of East Barnet, West Hendon and Friern Barnet have benefited from having a small anchor food store, which is absent in Market Place. The Council's Policy Team have been consulted and agree that this is acceptable.

On balance, considering the application would not represent a change of use as the units could lawfully operate as A1 shops as existing, and the proposal would bring two vacant

units back into use, it is deemed that, in the absence of a sequential test, the application is acceptable and would be in general accordance with the aims of Policy CS6.

It is noted that a significant amount of public consultation responses object to a new convenience store opening on the basis that there are already convenience stores in the area and/or the proposal may run other shops out of business.

Officers emphasise that the units, as existing, can lawfully operate as A1 convenience stores. Furthermore, the Royal Town Planning Institute states that opposition to business competition is not a material planning consideration in the assessment of planning applications. The company who is occupying a unit is not a matter for planning control.

The existence of other convenience stores in the area therefore would not constitute reasonable grounds for refusal in this instance.

Physical works, including extensions and alterations:

Subject to a condition stating that materials should be matching, the ground floor rear infill extension and doorways are deemed acceptable. Set at ground level, the infill extension would not impact the amenity of residential occupiers of the upper floor flats.

The existing shop fronts in their current vacant state they add little to no contribution to the character and appearance of the conservation area. The new shopfronts are therefore deemed acceptable.

The application proposes to replace 3 no. uPVC front windows at first floor serving the first floor flat at No. 53 Falloden Way, with new metal windows. The agent has confirmed that these will be made by Clement of the Brooking range with double glazed units of 14mm in thickness. These are deemed acceptable details and will represent an improvement to the appearance of the building.

2 no. satellite dishes would be sited on the rear elevation, which is acceptable. The drainage rationalisation to the rear elevation is also deemed acceptable.

It is considered that when assessed individually and cumulatively, the proposed physical works would preserve the character and appearance of the conservation area, in accordance with Policy DM06 of the Development Management Policies Document (2012).

Impact on highways:

A Highways Officers has assessed the application and concluded that the application is acceptable, subject to conditions.

The proposal will not provide any parking spaces. The Highways Officer notes that the Transport Statement submitted by the applicant demonstrates that local residents already visit the shopping parade where the proposed site is located, there would therefore, not be expected to be any significant increase in trip movement due to the proposal itself.

With regard to loading, there is already a loading bay on the public highway which can also be used by the proposed premises. There is also already a disabled parking bay in close proximity to the public highway in addition to standards car parking spaces. The road is served by regular bus services. Furthermore, London Plan Policy 6.13 (Parking) only sets maximum parking standards that can be provided.

For these reasons the application is deemed acceptable on highways grounds, subject to conditions.

It is also noted that TfL have raised no objection to the proposal and believe that the proposed site can satisfy its servicing requirements under the existing arrangements.

Impact on Environmental Health:

The application proposes a new plant with a timber surround fence. According to the submitted Noise Impact Assessment this includes air conditioning units, a refrigeration condenser and refrigeration pack.

The application has been assessed by an Environmental Health Officer who has deemed the proposal acceptable, subject to conditions, which have been attached to this recommendation.

5.4 Response to Public Consultation

- Business competition

As discussed in the main body of the report, Planning Officers emphasise that the units, as existing, can lawfully operate as A1 convenience stores. Furthermore, Competition is not a material planning consideration in the assessment of planning applications. The company who is occupying a unit is not a matter for planning control. Business competition therefore would not constitute reasonable grounds for refusal in this instance.

- Ethics of the Co-Op company.

This is not a planning matter.

- Concerns with proposals' impact on parking and traffic.

As discussed in the main body of the report, the Transport Statement submitted by the applicant demonstrates that local residents already visit the shopping parade where the proposed site is located, there would therefore, not be expected to be any significant increase in trip movement due to the proposal itself.

With regard to loading, there is already a loading bay on the public highway which can also be used by the proposed premises. There is also already a disabled parking bay in close proximity to the public highway in addition to standards car parking spaces. The road is served by regular bus services. Furthermore, London Plan Policy 6.13 (Parking) only sets maximum parking standards that can be provided.

As such, Highways Officers have concluded the application is acceptable on highways ground subject to conditions.

- Possible increases in crime

It is not considered that the proposal would increase crime to such a level to justify a reason for refusal, in this instance.

- Increase in rubbish

The applicant's Planning Statement has advised that all Co-Op stores have no rubbish collections because they practice waste backhauling- the process of filling the delivery vehicle with waste goods for the return journey.

In terms of dedicated waste storage, the refuse and recycling would be located internally in the 'back of house' area (of No. 53 Falloden Way) so it can be easily wheeled to the rear of the emptied delivery vehicle simultaneously with unloading.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

Having taken all material considerations into account, the proposal would not detrimentally impact on the qualities of the building and protect the character of this part of the Hampstead Garden Suburb Conservation Area. The proposed alterations are such that, as conditioned, it preserves the amenities of the occupiers of the neighbouring properties and the character and appearance of the individual property, street scene, conservation area, and area of special character.

