

Location **5 Beaumont Close London N2 0GA**

Reference: **18/2471/FUL** Received: 23rd April 2018
Accepted: 24th April 2018

Ward: Garden Suburb Expiry 19th June 2018

Applicant: Mr Warwick

Proposal: Demolition of existing building and erection of a new two storey block
comprising of 5 self-contained flats. Associated parking, refuse and recycling
store, amenity space and cycle storage

Recommendation: Approve subject to conditions

AND the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

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

201727.P.1001 (OS Map)
201727.P.1002 A (Proposed Block Plan)
201727.P.1003 A (Proposed Site Layout Plan - Basement)
201727.P.1004 A (Proposed Site Layout Plan - Ground Floor)
201727.P.1005 A (Existing & Proposed Streetscape (High Road))
201727.P.1006 A (Existing Site Layout Plan)
201727.P.1101 (Existing Floor Plans & Elevations)
201727.P.1102 A (Proposed Floor Plans)
201727.P.1103 A (Proposed Roof Plan)
201727.P.1104 A (Proposed Ground Floor Plan & Comparison of Footprints)
201727.P.1105 (Existing & Proposed Driveway Layout)
201727.P.1106 (Existing & Proposed Section A-A; Proposed Detail A)
201727.P.1501 A (Proposed Amenity Space Plans)
201727.P.1502 A (Proposed Car Tracking Plans 1-7)
201727.P.1503 A (Proposed Car Tracking Plans 8 & 9)

Above Ground Tree Constraints Plan Existing (dated 07.06.18)
Above Ground Tree Constraints Plan Proposed (dated 07.06.18)
Below Ground Tree Constraints Plan Existing (dated 07.06.18)
Below Ground Tree Constraints Plan Proposed (dated 07.06.18)

Acoustic Note (dated 08.02.18)
Car Lift Design and Implementation (received 25.04.18)
Daylight and Sunlight Report (dated 09.01.18)
Design and Access Statement (received 23.04.18)
Development Site Impact Assessment & Method Statement (dated 07.06.18)
Addendum - Development Site Impact Assessment & Method Statement (dated 07.06.18)
Heritage Review (dated 20.10.17)
Transport Assessment (June 2018)

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

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

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

- 3 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

- 4 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

5 a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- 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 to 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.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

6 Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2015.

7 a) No development other than demolition works shall take place until a scheme of proposed air pollution mitigation measures shall be submitted to and approved in writing by the Local Planning Authority.

b) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and Policy 5.3 of the London Plan 2016.

8 a) No development other than demolition works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings 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 amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

- 9 Refuse store shall be provided in accordance with the Drawing No. 201727.P.1004 A submitted with the planning application. Refuse collection points should be located within 10 metres of the Public Highway, at ground floor level on a levelled surface.

Reason: To ensure that the access to the refuse store is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

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

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

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

- 11 a) Notwithstanding the details submitted with the application and otherwise hereby approved, no development other than demolition works shall take place until details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2016).

- 12 a) Should any plant be installed within the site or on the building hereby approved, prior to installation, a report shall be submitted which 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.

- 13 The level of noise emitted from any plant installed within the approved site 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.

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

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

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

- 15 Before the development hereby permitted is occupied the car parking spaces and the access to the parking spaces as shown on Drawing Nos. 201727.P.1003 A and 1004 A submitted with the planning application shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 16 Before the development hereby permitted is occupied, cycle parking spaces as per drawing No. 201727.P.1004 A submitted with the planning application shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 17 The development hereby approved shall be fully implemented and strictly adhered to throughout all phases of demolition and construction to the approved Arboricultural Method Statement GD/17/0265LRV4/SH, Tree protection plan above ground GD/17/0265LRV2/TPP and Tree protection plan below ground GD/17/0265LRV2/TPP.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

- 18 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed

per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 19 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future). The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 20 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 6 % in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 21 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

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

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

Informative(s):

- 1 In accordance with paragraphs 186-187, 188-195 and 196-198 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 and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. oral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

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

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

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

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

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

Relief or Exemption from CIL:

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

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

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

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

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

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

- 3 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

- 4 The submitted Construction Method Statement shall include as a minimum details of:

- Site hoarding
- Wheel washing
- Dust suppression methods and kit to be used
- Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
- For major developments only: provide a copy of an asbestos survey; For smaller developments - confirmation that an asbestos survey has been carried out.
- For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

- 5 The Air Quality reports required under the Environment Act 1995 have highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an air quality report; the report should have regard to the air quality predictions and monitoring results from the most recent Review and Assessment report available from the LPA web site and Air Quality England. The report should be written in accordance with the following guidance : 1) Environmental Protection UK and IAQM Guidance: Land-Use Planning and Development Control: Planning for Air Quality, Jan 2017); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(16); 4) London Councils Air Quality and Planning Guidance (2007) 5) Mayor of London's Supplementary Planning Guidance for Sustainable Design and Construction (2014) 6) Section 6.2 of the Technical Guidance Note D1 (Dispersion) 'Guidelines on Discharge Stack Heights for Polluting Emissions' 7) The control of dust and emissions from construction and demolition, Best Practice Guidance London Councils, 2006 8) The Control of Dust and Emissions during construction and demolition supplementary planning guidance July 2014; 9) Air Quality Neutral Planning Support Update April 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.

- 6 Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling

of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.

- 7 The applicant advised that an application under the Highways Act (1980) will need to be submitted for any works proposed on public highway to facilitate the development. The works on public highway shall either be carried out under S184 or S278 of the Highways Act (1980). As part of the application, the applicant shall submit proposed design and construction details to Development Team for approval. The applicant is also advised that any consequential damage to public highway as a result of the development proposal shall be borne by the applicant.

The applicant is advised that photographic records should be kept of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section - Development and Regulatory Services, London Borough of Barnet, Barnet House, 1255 High Road, Whetstone N20 0EJ

- 8 The applicant is advised that although a Travel Plan is not required as the development falls below the appropriate Travel Plan thresholds, they are encouraged to develop a Voluntary Travel Plan to promote more sustainable forms of travel. Further advice can be sought via developmenttravelplans@barnet.gov.uk or Tel: 020 8359 7603.

Officer's Assessment

1. Site Description

The application site is located on the western side of High Road, at the junction with The Bishops Avenue. The site lies on the southern outskirts of the East Finchley Town Centre and south of The Old White Lion pub. The site consists of a two-storey family dwelling which has a vehicular access off Beaumont Close.

The surrounding area is predominantly residential. This end of The Bishops Avenue consists of large detached single-family dwellings, however, on the opposite corner to the south, there is Bishops Court, a large flatted building. To the north is The Old White Lion pub and Archer Academy Upper School.

2. Site History

Reference: 17/2166/CON

Address: 5 Beaumont Close, London, N2 0GA

Decision: Approved

Decision Date: 14.08.2017

Description: Submission of details of condition 5 (Tree Protection) pursuant to planning permission 17/0175/HSE dated 09/03/2017

Reference: 17/0175/HSE

Address: 5 Beaumont Close, London, N2 0GA

Decision: Approved subject to conditions

Decision Date: 09.03.2017

Description: Single storey side extension

Reference: 17/0175/HSE

Address: 5 Beaumont Close, London, N2 0GA

Decision: Approved subject to conditions

Decision Date: 22.03.2013

Description: Single storey attached garage.

Reference: F/01456/12

Address: 5 Beaumont Close, London, N2 0GA

Decision: Refused

Decision Date: 17.05.2012

Description: Non-material minor amendment to planning permission reference F/02159/09 dated 14/08/09 for Removal of garage door and installation of two windows. Renewal of boundary enclosure facing Beaumont Close consisting of 2 metre high railings and associated landscaping. Amendments include changes to front windows of existing garage.

Reference: F/00040/12

Address: 5 Beaumont Close, London, N2 0GA

Decision: Approved subject to conditions

Decision Date: 07.02.2012

Description: Alterations and extensions to existing garage roof, including dormer window and roof lights to provide habitable roof space.

Reference: F/01245/10

Address: 5 Beaumont Close, London, N2 0GA

Decision: Refused

Decision Date: 24.05.2010

Description: Alteration and extension to the existing garage structure to provide bedroom accommodation within the attic.

3. Proposal

The application seeks the demolition of the existing building and the erection of a new two-storey building, with basement level and rooms in the roofspace, to provide 5no. self-contained flats. The proposal also provides off-street parking, refuse and recycling store, associated amenity space and cycle storage.

The application has been amended during the course of the application, consisting of the following:

- amendment to red line boundary to include stretch of Beaumont Close which provides access to the application site;
- alteration of proposed entrance to the application site off Beaumont Close and internal access road to relocate access further from the existing Oak tree (T1)

4. Public Consultation

Consultation letters were sent to 29 neighbouring properties.

18 responses have been received, comprising 17 letters of objection and 1 letter of support.

The objections received can be summarised as follows:

- Additional vehicle traffic will compromise the safety of pedestrian and cars entering and leaving Beaumont Close;
- Width of Beaumont Close does not allow for passage of ambulances or fire engines if any vehicle is present or parking in the Close;
- Exacerbate traffic management at the junction of the A1000 and The Bishops Avenue;
- Danger during demolition, excavation of the basement and construction will be enormously increased;
- Construction of an underground car park & hydraulic lift is excessive and unreasonable.

The letter of support received can be summarised as follows:

- The plans for the construction of 5 flats are acceptable, especially as the design is in sympathy with the neighbouring properties;
- Support the 5 flat development scheme.

Consultation responses

Environmental Health - No objection subject to conditions

Traffic and Development - The proposal is acceptable on highways grounds subject to conditions.

Urban Design and Heritage - Concerns raised regarding the scale of the proposal and visual impact.

Arboricultural Officer - No objection subject to conditions

Thames Water - There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection.

Hampstead Garden Suburb CAAC - Overdevelopment in terms of the height and site plan. Concerns raised regarding loss of trees and traffic generation.

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.

The London Plan is currently under review. Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the adopted London Plan

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS9, CS13, CS14, CS15.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM08, DM17

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.

Residential Design Guidance SPD (adopted October 2016)
Sustainable Design and Construction SPD (adopted October 2016)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether harm would be caused to the character and appearance of the existing building, the street scene and The Bishops Avenue Conservation Area;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Provision of adequate accommodation for future occupiers;
- Highways and parking provision;
- Impact on trees;
- Any other material considerations.

5.3 Assessment of proposals

Impact on the character and appearance of the site, streetscene and conservation area

The site is located within Zone 1 of the Garden Suburb Conservation Area and has a prominent location on the corner. The plot has a separate character and plot size compared to the other properties along The Bishops Avenue. It is also physically separated by Beaumont Close and mature vegetation. It is acknowledged that the existing property is of a good architectural quality and sits comfortably within the plot. However, the building is not locally or statutory listed and therefore its demolition is not opposed in principle subject to a high-quality replacement building.

In terms of the principle of a flatted development, it is considered that due to its proximity to the town centre and the presence of the flatted developments at Bishops Court, Broomfield Court and Unwin Court, the introduction of a new flatted development on this site would not have a detrimental impact on the character of the site, surrounding area or conservation area.

While the proposal is considerably larger in scale and massing compared to the existing building, it is considered that the layout and siting of the building is acceptable and

provides an appropriate setting for the building and suitable separation between the elevations and boundaries. A concern has been raised by the Council's Conservation Officer that the building line fronting High Road is positioned forward of the adjacent properties of The Old White Lion pub and Bishops Court. The concern is that the proposed building will be more visually dominant within the streetscene. It is acknowledged that the building will be more visually apparent along High Road, but with its traditional appearance and appropriate height, it is not considered to be visually dominating or have an adverse visual impact which would detrimentally detract from the character and appearance of the streetscene. The characteristics of this site are different to the neighbouring properties which front onto the public highway.

The proposed height, massing and bulk is of a comparable scale to surrounding buildings and is not considered to be out of character or scale with the surrounding area. Its external appearance is considered to be comparable to the surrounding area. The proposed dormers are subordinate in scale and do not appear overly dominant within the proposed roof scape.

While the proposal will be more visually apparent when travelling along Great North Road and High Road, it is not considered to be visually harmful to the character of the site and streetscene which would warrant the refusal of the application.

Overall, the proposed design, scale, height and massing is considered to be acceptable in terms of the character and appearance of the site, streetscene and surrounding area. It is considered that the proposal maintains the special character of the conservation area and does not result in a detrimental level of harm.

The Old White Lion pub to the north of the site is a Locally Listed Building. The height of the proposed building would be lower than the pub building and given the separation distances between the buildings, it is not considered to have a harmful impact on the setting of this locally listed building.

In line with the Planning (Listed Building and Conservation Area) Act 1990 special regard is given to preserving the heritage asset. In this instance, it is considered that there is no harm associated with the proposal to the heritage asset and it is therefore acceptable having regard to the provisions of Policy DM06 of the Development Management Policies and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on the living conditions of neighbouring occupiers

While the proposal is located within a residential area, it is bounded by Great North Road to the east and The Bishops Avenue to the south, a small private road lies to the west and provides separation between the adjoining site, as well as large mature trees and vegetation. The Old White Lion pub lies to the north. As such, given the context of the site, there would be no neighbouring properties in close proximity to the site. As such, it is considered that there would be no harmful impacts on the residential amenity of neighbouring properties in terms of overlooking, overshadowing or loss of light.

Provision of adequate accommodation for future occupiers

In terms of the amenity for future occupiers, the LPA would expect a high standard of internal design and layout in new residential development in order to provide an adequate standard of accommodation. The London Plan, policy DM02 and Barnet's Sustainable

Design and Construction SPD set out the minimum space requirements for residential units. The proposal would provide the following units:

Flat 1 - 2B4P - 85.9sqm

Flat 2 - 2B4P - 84.5sqm

Flat 3 - 2B4P - 93.8sqm

Flat 4 - 2B4P - 101sqm

Flat 5 - 2B4P - 135sqm

All of the proposed units would exceed the minimum space standards. Each flat would benefit from a dual aspect outlook and would be considered to provide adequate accommodation for future occupiers in terms of outlook, daylight and sunlight.

Policy DM02 and the Sustainable Design and Construction SPD require the provision of 5sqm of private amenity space per habitable room. Flats 1 and 2 on the ground floor have direct access to private gardens measuring 95sqm and 88.2sqm. Only Flat 4 on the first floor would have a private balcony area. While the remaining flats do not benefit from outdoor amenity space, it is considered that as the site lies on the outskirts of the town centre, with easy access to quality open space / outdoor areas within the surrounding area, the shortfall of amenity space can be accepted on balance.

Highways and parking provision

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments.

Policy DM17 sets out the parking standards as follows for the residential use:

For 2 and 3 bedroom units 1.0 to 1.5 spaces per unit

The proposal consists of 5 x 2 bedroom units and would therefore require a parking provision between 5 and 7.5 spaces. The proposal provides 7no spaces within the proposed basement level with a car lift transferring vehicles from the ground to basement levels. A further disabled space is provided at ground level.

The Council's Traffic and Development service has reviewed the proposal and comments that the proposed parking provision is in accordance with the DM17 parking standards. 10 cycle parking space are also proposed within is in accordance with the requirements of the London Plan. The refuse bins are proposed to be located within 10m of the public highway which is acceptable.

Overall, the Traffic and Development service comment that the proposal is acceptable on highways grounds subject to a number of conditions.

A large number of issues raised within the letters of objection comment on proposed impacts on Beaumont Close. The proposal does not alter the existing arrangement / width of Beaumont Close and therefore the ability to travel along it will remain unchanged. Sufficient off-street parking for the proposed development has been provided within the site and therefore there will be no overspill parking into Beaumont Close causing

obstruction. It is not considered that the level of traffic movements generated by the proposed development will have an adverse impact on Beaumont Close or at the junction of the A1000 and The Bishops Avenue. The impact of the demolition and construction works are assessed via a planning condition through a 'Demolition and Construction and Logistics Management Plan' and assessed by the Council's Traffic and Development service.

Impact on trees

The site is surrounded by 4 large mature trees along the boundaries with High Road, The Bishops Avenue and Beaumont Close. Only 2 trees T3 and T4 are located within the application site with trees T1 and T2 located outside the site boundaries. These trees, with the exception of T2 on High Road, area designated within a group Tree Preservation Order (TPO).

The applicant has submitted an Impact Assessment and Method Statement report, Tree Constraints Plan and Tree Protection Plan and associated plans. These plans and documents have been reviewed by the Council's Arboricultural Officer.

The submitted tree reports state that previous service trenches through the RPA's of T1 and T3 would have severed all roots down to approximately 800mm. An exploratory investigation trench found that only very fine roots were present which would verify the impact of the service trenches. This is not disputed by the Council Officer. Following discussions between parties, the proposed entrance to the site has been moved away from the RPA of T1 and is now located within a zone where no roots are likely to be found. A larger area of hard standing is proposed over the extent of RPA of T3 to accommodate turning for the car lift. The Council's Arboricultural Officer identifies that there is scope to reduce the amount of hardstanding to allow for more space for soft landscaping and relieve pressure on the tree roots of T3. It is considered that this could be achieved and negotiated through a landscape condition.

Tree T2 is located on the pavement along High Road. It is noted that a root barrier is reported to have been installed in 2017 which resulted in root severance. At this time the impact of this action has already occurred and would not be worsened as a result of the proposal.

It is noted that tree T4 is in a poor condition and its removal is accepted subject to the re-provision of a suitable replacement.

Overall, the proposal will result in a greater scale of development compared to the existing building on the site but no objection is raised on balance by the Council's Arboricultural Officer. The relocation of the entrance has reduced the overall impact and it is considered that the introduction of further soft landscaping would improve the scheme further. This can be addressed through the use of a hard/soft landscaping condition.

Other material considerations

Policy 3.8 of the London Plan requires 90% of London's new build housing to be built to Building Regulation requirement 'M4(2).' Generally, this will require the provision of a lift. The proposal includes the provision of a lift which serves all levels of the proposed building. As such the proposal is considered to comply with policy 3.8 of the London Plan and policy DM02.

5.4 Response to Public Consultation

The majority of the concerns raised relate to issues relating to highways and the potential increased vehicle movements and associated construction works. These concerns have been addressed in the assessment section above.

6. Equality and Diversity Issues

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

7. Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The application is not considered to have a harmful effect on the special character or appearance of this part of the The Bishops Avenue Conservation Area. The development is not considered to have an adverse impact on the amenities of neighbouring or future occupiers. The proposal is considered to be acceptable in relation to highways matters and would not have a harmful effect on the health and visual amenity of the TPO trees. This application is therefore recommended for approval.

