

Location **58 East View Barnet EN5 5TN**

Reference: **19/0629/FUL**

Received: 4th February 2019

Accepted: 12th February 2019

Ward: High Barnet

Expiry 9th April 2019

Applicant: Mr & Mrs J Penn

Proposal: Erection of a two storey single family dwellinghouse following demolition of existing garage

Recommendation: Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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:

Location Plan, 482718-1, 482718-2 Rev B, 482718-3, 482718-4, 482718-5 Rev A, Planning Statement.

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 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.

- 4 Before the building hereby permitted is first occupied the proposed window(s) in the flank elevations facing no.58 and no.60 shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

- 5 a) Before the development hereby permitted is first occupied, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 6 a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with a scheme to be 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 the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy 6.9 and Table 6.3 of The London Plan (2016) and in the interests of promoting cycling as a mode of transport 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.

- 7 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A to E of Part 1 of Schedule 2 of that Order shall be carried out on the

approved development within the application site known as No.96 Leaside Crescent, NW11 0LA hereby approved. Planning permission would be required for these works.

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

- 8 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.

- 9 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement 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.

- 10 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.

- 11 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).

- 12 Before the development hereby permitted is first occupied or the use first commences the parking spaces/garages shown on Drawing No. 482718-2 Rev B; shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policies 6.1, 6.2 and 6.3 of the London Plan 2015.

- 13 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.

- 14 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 prior to the occupation of the hereby approved development.

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.

Informative(s):

- 1 In accordance with paragraphs 38-57 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. Your planning application has been assessed at this time as liable for a payment under Mayoral CIL.

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

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

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

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy,

please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

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

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

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.

Officer's Assessment

1. Site Description

The application site is located on the east side of East View at a bend of road where it meets Hyde Close. The site is occupied by a two- storey semi-detached dwellinghouse with a detached garage at side. The neighbouring properties are primarily detached and semi-detached properties. The site is wider than the neighbouring site no.56 on the north and no.60 on the south. The existing dwellinghouse features a forecourt and deep rear garden. The detached double garage abuts the boundary with no.60. The property features a two- storey front projection with bay window with hipped roof and a two- storey side to rear extension with hipped roof and a single storey rear extension. The front garden is hard surfaced and used for off street parking. There is a raised patio at the rear.

The road slopes down from north to south. Attached property no.56 features two storey front projection with bay window with hipped roof a two- storey side extension and single storey rear extension. Property no.54 sited to the north of no.56, is sited on a higher level and features a crown roof, front porch, rear dormer and single storey rear extension. Neighbouring property no.60 to the south, is sited on a lower level and the front elevation is setback from the building line of the subject property. It features a two- storey side extension and front porch.

The site is not located in a Conservation Area and there is no site-specific constraint. The existing building is not listed. There are mature trees at the front abutting the boundary with no.60 and in the rear garden along the side boundaries, which are not protected trees.

The application is called into Committee.

2. Site History

Reference: N12014A/04

Description: Erection of brick built garage for two cars.

Decision: Approved subject to conditions

Date: 09.06.2004

Reference: N12014B/04

Description: Erection of a detached garage.

Decision: Approved subject to conditions

Date: 16.11.2004

Reference: N12014

Description: Two storey side/rear extension and part single storey rear extension.

Decision: Approved subject to conditions

Date: 27.04.1999

3. Proposal

The application seeks permission for demolition of the existing garage of no. 58 East View and subdivision of the site to accommodate a two storey single family dwellinghouse.

4. Public Consultation

Consultation letters were sent to 31 neighbouring properties.

Six Objections have been received

Summary of Objection

- Proposal would erode the character and would be out of keeping
- overdevelopment of the site
- close the gap between neighbouring properties
- detrimental to the existing trees
- impact on available street parking
- impact on sewage
- Noise impact on no.60
- amenity impact for no.60

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 revised National Planning Policy Framework (NPPF) was published on 19th February 2019. This is a key part of the Government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 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
- Relevant Development Management Policies: DM01, DM02, DM04, DM08, DM17

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

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted October 2016)

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

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents.
- Provision of suitable accommodation for future occupiers
- Provision of waste recycling and cycle parking
- Sustainability and Accessibility
- Highways and parking.

5.3 Assessment of proposals

Impact on the character and appearance of the existing site, streetscene and wider locality
Policy CS4 provides policy on quality homes and housing choice in Barnet and states that,

"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."

DM08 states that, "Development should provide where appropriate a mix of dwelling types and sizes in order to provide choice for a growing and diverse population for all households in the borough."

The proposed detached dwelling would provide four bed dwellinghouse which would contribute towards increase in family homes in Barnet and would comply with Policies CS4 and DM08.

Given the modest plot size and variety of different homes on the street, the proposed new dwellinghouse would provide good quality residential accommodation and would sit comfortably in the streetscene. The principle of redevelopment to provide a new dwellinghouse on this site, is therefore considered acceptable.

East View features two storey detached, semi-detached dwellinghouses of varying architectural style and roof form. The roof height also varies. The proposed two storey detached dwellinghouse, would sit comfortably between no.58 and no 60 with sufficient set back from the flank walls of the neighbouring properties. The proposed maximum height of 9m would be similar to neighbouring no.58 and no,60. The front projection with bay window and hipped roof would reflect the architectural style of the neighbouring property no. 58. The proposed hipped roof would be similar to the hipped roof of no. 58. It is considered that the new dwelling with hipped roof would be sympathetic to the neighbouring properties and the wider street scene.

The subdivided new site would have width of 7.5 m at the front, 7.6m at the middle and 5m at the rear. The width of the site for no. 58 would be 11.5m at the front, 7.6 at the middle and 5m at the rear. The depth of the rear garden would remain similar to the existing. The new subdivided plot for the proposed dwelling would have similar width as the neighbouring plot of no.56.

The flank wall of the proposal would be 1m away from the site boundary with no.60 at the front and 2.5 at the rear and 2m away from the flank wall of no.58. The proposed flank wall would be sited almost 4.8 m from the flank wall of no.60 at the front and almost 3.7m at the rear.

The existing entrance would be used from East View both for no.58 and the new dwelling. The proposed forecourt would have a depth of 10.5m. The front building line would be set back of front elevation of no. 58 which would respect the existing staggering pattern of front building lines of neighbouring properties long the bend of the road.

The two storey front projection with hipped roof would project 3 m from the front elevation. The two storey rear projection with a hipped roof would project 3.6m from the rear elevation. The rear elevation would project 3m from the rear building line of neighbouring property no.58 and 1.2m from the rear of no.60.

The form and design of the proposed detached dwelling would reflect the design of neighbouring property no.58. Brick would be used to provide visual continuity with the other dwellings along the road. Roof tiles would match the roof tiles of neighbouring dwelling.

The proposal would comply with the Barnet's Local Plan (2012) including Residential Design Guidance SPD (adopted October 2016) and Sustainable Design and Construction SPD (adopted October 2016). The proposed detached dwelling is considered to respect the overall character of the street and reflective of the pattern and character of the existing residential dwellings within the immediate area.

Impact on the amenities of neighbours

It is considered that, the proposal would not result in the loss of privacy, outlook or light for the neighbouring properties.

The new building would be set away 2m from the flank wall of the property at no. 58 and almost 4.8m from the flank wall of no.60. The rear elevation would only extend 3m beyond the rear building line of neighbouring property no.58 and 1.2m from the rear of no.60. The additional depth beyond the existing rear building line of neighbouring properties would comply with the standards of Residential Design Guidance SPD (adopted October 2016).

It is noted that the flank wall facing no.58 and 60 contains windows serving toilet at ground floor and bathroom and staircase at the first floor. A condition is attached required them to be obscured glazed and non-openable with a top openable panel only.

As such, officers are satisfied that the proposal will not result in any significant impacts on neighbouring amenity.

There would be a 26m separation distance between the rear elevation and the neighbouring garden to the rear. This is compliant with the Council's Residential Design guidance SPD. As such the privacy of the neighbouring gardens is not considered to be detrimentally affected by the proposal.

[Provision of suitable accommodation for future occupiers]

In terms of amenity for future occupiers, the Planning Authority would expect a high standard of internal design and layout in new residential development in order to provide an adequate standard of accommodation. The proposal would provide 4-bedroom 7 person family dwelling which would have Gross Internal Floor Area (GIA) of 185 sqm . The submitted section provided shows, proposed floor to ceiling height of 2.5m for Ground and first floor. This would meet the minimum space standards for new dwellings as required by the London Plan and Barnet policy DM02. The double bedrooms would be more than required 11.5 sqm and the single bed room would be 9.5 sqm which would meet the minimum standard. The proposed storage space would also meet the minimum requirement.

The new dwelling would benefit from good outlook and receive adequate daylight and sunlight.

The dwelling would have acceptable vertical and horizontal stacking of the rooms and considered to comply with Residential Design Guidance SPD 2016.

Barnet's Local Plan expects that sufficient and functional amenity space should be provided for all new houses and flats wherever possible. The Sustainable Design and Construction SPD advises that for a dwelling with up to six habitable rooms needs to provide 70 sqm of outdoor amenity space. The proposed rear gardens measure 195 sqm and so would meet the SPD requirements.

-Waste Recycling and Cycle Parking

Paragraph 11.10 of the Residential Design Guidance SPD 2016, states that, "Waste and recycling storage can cause a nuisance to neighbours and future occupiers, by reason of odour and noise, and can be visually intrusive in the streetscene. Waste and recycling storage areas should be integrated within the building or provided on-site and screened within an enclosure or by landscaping avoiding garden areas in front of dwellings."

Paragraph 11.5 of the Residential Design Guidance SPD 2016, states that, "The design and layout of new residential development should take account of the needs of cyclists through the provision of safe, accessible and secure cycle parking. In accordance with the cycle parking requirements set out in the London Plan. 2 cycle parking space is required for dwelling with more than 1 bedroom.

Refuse storage would be provided in the front garden and cycle storage would be provided at the side near the boundary with no.60. However, no detail has been provided.

Conditions are attached requiring details of cycle and screened refuse storage to address this issue.

Landscaping would be provided in the forecourt, however a condition is attached to ensure sufficient landscaping is in place.

Accessibility and Sustainability

The application scheme is required by Policies 3.5 and 3.8 of the London Plan (2016 Minor Alterations to the London Plan) to meet Building Regulation requirement M4(2). The submitted drawings show that the proposed development can be adopted to meet this requirement, and a condition is attached to ensure compliance with these Policies.

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

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

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

Highways and Parking

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.

London plan table 6.2 and Policy DM17 sets out parking standards as follows for residential developments:

For 4 bedroom units 2 spaces per unit

The proposal provides 2 spaces for the new dwelling and 2 spaces for the existing dwelling no.58 which is considered to comply with the Council's parking standards and London Plan.

The existing vehicle crossover would be used for both the new and existing dwelling no.58 and there would not be any detrimental impact on the Highways.

5.4 Response to Public Consultation

Addressed in the report

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 development is not considered to have an adverse impact on the amenities of neighbouring or future occupiers and is acceptable in terms of highways. This application is therefore recommended for approval.

