

Site Location Plan SLP-100
Design and Access Statement
Tree Survey Report prepared by Arbtech Dated 8 November 2016
Bat Survey- Emergence and Activity Surveys dated 5 July 2017
Bat Survey- Preliminary Roost Assessment Dated 14 November 2016
Noise Impact Assessment prepared by Acoustics Plus dated April 2018
Energy and Sustainability Statement dated 12 March 2018
Daylight and Sunlight Assessment Reference 11091 Dated April 2018
Ecological Assessment prepared by Arbtech dated 14 November 2016
Received 3 May 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 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 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.

5 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).

6 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).

7 The building shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway 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.

8 Before the development hereby permitted is occupied the car parking spaces and cycle parking spaces as shown on Drawing No. PL-100 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.

9 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).

10 Before the development hereby permitted is first brought into use the vehicular access shall allow for 2.4 metre by 2.4 metre pedestrian visibility splays to the left and to the right of the access from 2m setback from the back of footway and shall thereafter be maintained free of any visibility obstructions including Fencing of planting of shrubs to provide clear visibility between heights of 0.6 metre and 1 metre above the level of the adjoining highway.

Reason: In the interests of highway and pedestrian safety 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.

11 A vehicular sight line of 2.4 metres by 43 metres shall be provided to the either side of the site access with the Public highway, prior to the commencement of any other works on site, and thereafter be maintained free of all obstructions over a height of 0.6 metre above the level of the adjoining highway.

Reason: In the interests of highway and pedestrian safety 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.

12 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.

13 Before the development hereby permitted is first occupied, the amenity area(s) shall be subdivided and shall be implemented in accordance with the details indicated Drawing no.PL-100 before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (2016).

14 The layout of the residential units as indicated on the hereby approved plans shall be implemented and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012), and the Residential Design Guidance SPD (adopted October 2016).

15 Prior to the first occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies

DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

16 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.

17 a) No development shall take place until a scheme of proposed noise mitigation measures against externally generated traffic/mixed use noise has been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure the amenities of occupiers are not prejudiced by traffic/mixed use noise in the immediate surroundings, in accordance with Policies 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.

- 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 15.8% 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 (2016) and the 2016 Mayors Housing SPG.

- 21 All tree felling and pruning works shall be carried out in full accordance with the Arbtech Arboricultural Method Statement Table 7 Summary of Tree Works submitted in this application and in accordance with British Standard 3998 (Recommendation for Tree Works).

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.

- 22 No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan ref: ARBTECH/TPP/02 submitted with this application has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement (Arbtech Arboricultural Method Statement ARBTECH ams 02) as approved under this condition.

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.

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.

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 London Fire Commissioner recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of the occupier.

- 5 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;

4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;

5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;

6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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 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 35dB(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.

- 7 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 smaller developments -confirmation that an asbestos survey has been carried out.

The statement shall have regard to the most relevant and up to date guidance including: Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014.

- 8 Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine."

- 9 Prior to occupation the applicant must submit highway works required on the public highway necessitated by development proposals for approval and works must be implemented to substantial completion.
- 10 The applicant is advised that Bunns Lane is a Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.
- 11 The applicant is advised that due to the large number of schools and school children in the area that site deliveries during the construction period should not take place between 0800 hrs to 0900hrs and 1500 hrs to 1600 hrs. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.
- 12 If the development is carried out it will be necessary to provide a temporary access to the development site including any associated works to the public highway. Following completion of the development, the footway including any associated works on public highway, will be reinstated by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.
- 13 If the development is carried out it will be necessary for the existing redundant vehicular crossover(s) to be reinstated to footway by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

The applicant should apply for a Habitual Crossing License for construction vehicles to use the existing crossover. An application for this license could be obtained from London Borough of Barnet, Barnet House, 1255 High Road, Whetstone N20 0EJ.

- 14 The applicant is required to submit a Street Works Licence application to the Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ, 4-6 weeks before the start of works on the public highways.
- 15 The costs of any associated works to the public highway, including reinstatement works, will be borne by the applicants and may require the Applicant to enter into a 278 Agreement under the Highways Act 1980.
- 16 Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.
- 17 The applicant is advised that the development is located on or near a Strategic Road Network (SRN)/Transport for London Road Network (TLRN) and is likely to cause disruption. The Traffic Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence.
- 18 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
 - 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
 - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
 - 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
 - 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
 - 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
 - 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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.

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.

- 19 It is recommended that the removal of trees is completed outside the breeding bird season (March to August). However, if this is not possible, the trees should be surveyed for breeding birds immediately prior to clearance. If active nests are found, they will need to be retained in situ until the young have fledged.

Officer's Assessment

1. Site Description

The application site is a currently a triangular site covering an area of 0.0953 ha. It is currently occupied by a pair of semi-detached dwellings and several outbuildings located on the northern side of Bunns Lane, within then Mill Hill ward. The site abuts a row of trees which themselves act as buffer between the properties on Bunns Lane and the A1 flyover to the east of the site.

The properties are not listed nor do they lie within a Conservation Area.

On this section of the road, the road is characterised by semi-detached dwellings (three other pairs), located at a higher level than the highway. Similarly, the rear gardens of these properties are also at a higher level than the properties.

To the north of the site is a fairly recently completed development of 5 flats and 4 houses (with access from both Watford Way and Bunns Lane), granted under reference H/01721/11.

On the other side of the road, is a relatively recent approved development comprising of three storey houses and flats fronting Bunns Lane with a gated access at the western end of the development leading to blocks at the rear (approved under reference H/02796/11). To the east of this development (diagonally opposite the host site) and set back from the street is a two storey building containing a children's nursery known as "Little Stars" with a gated access and car park at the front.

To the south, lies a major redevelopment site formally known as the Pentavia Retail Park. There is currently a planning application which is currently pending a decision (16/6420/FUL).

2. Site History

Reference: 17/0509/FUL

Address: 86 Bunns Lane London NW7 2DR

Decision: Refused

Decision Date: 10.03.2017

Description: Demolition of existing pair of semi-detached houses and erection of a two-storey building with rooms in roofspace to provide 9no self-contained units. Associated car parking at the front, cycle parking and refuse storage

Reasons for refusal:

1. The proposed development by reason of its plot coverage, size, bulk, massing and inadequate amenity areas, would be an overdevelopment of the site to the detriment of the character and appearance of the streetscene at Bunns Lane, site and general locality. The proposal would therefore be contrary to the National Planning Policy Framework 2012, London Plan (2016) Policies 3.5, 7.4, 7.6, Policy CS5 of Barnet's Core Strategy 2012, Policy DM01 of the Development Management Policies DPD 2012 and the council's Residential Design Guidance Supplementary Planning Document 2016.

2. The proposed development by reason of its size, siting, height, depth and relationship with adjoining neighbouring properties would have an overbearing appearance and would adversely affect the outlook to no.90 Bunns Lane, contrary to CS5 of the Local Plan Core Strategy (adopted September 2012) and policy DM01 of the Development Management Policies DPD (adopted September 2012).

3. The proposed residential units would result in substandard and poor quality private outdoor amenity space to the detriment of the residential amenities of the future occupiers of the proposed units contrary to policy 3.5 of the London Plan (2016), policies DM01 and DM02 of the Development Management Policies DPD (2012) Sustainable Design and Construction SPD (Adopted October 2016) and Residential Design Guidance SPD (Adopted October 2016).

4. The Bat Survey/ Preliminary Roost Assessment submitted with this application recommends that there one of the buildings on the site has a moderate habitat value for bats and recommends further surveys to determine this. No evidence has been submitted to assess the impact of the proposal on these protected species. In the absence of this information, it is considered that there is a potential loss of bat habitats due to the proposal, therefore this would be contrary to Policies DM01 and DM16 of the Development Management Policies DPD (adopted September 2012).

Appeal: Dismissed

Conclusion: There would be harm to the character and appearance of the area, to the living conditions of No 90 and to the living conditions of future residents and there are no other matters which outweigh the harm identified above.

Reference: W05800

Address: 86 Bunns Lane London NW7

Decision: Approved subject to conditions

Decision Date: 13.07.1978

Description: Single storey side/rear extension.

Reference: W05800A

Address: 86 Bunns Lane London NW7

Decision: Approved subject to conditions

Decision Date: 08.10.1984

Description: Detached double garage with boundary fence and gates.

3. Proposal

The applicant seeks planning consent for the demolition of the existing semi-detached dwellings and erection of a two storey building with rooms in the roofspace to provide 8 no self-contained flats. The scheme would involve associated car parking at the front, cycle parking and refuse storage.

The unit mix would be as follows:

- 5x 2 bed flat (3 occupiers)

- 1x 3 bed flat (4 occupiers)

- 2x 1 bed (2 occupiers)

The proposed building would have a maximum width of 18.7m and overall depth of 14.7m (including projecting wings at front and rear).

The proposed building would be sited 3.2m away from the boundary with no.90 Bunns Lane measured at the front and 5.8m measured at the rear, where no.90 splays away from the common boundary. The building as proposed would retain a gap at first floor of 6.1m (measured at the front) between flank elevations of no.90 and the new building.

The building would have a ridge height to match the existing two dwellings, and the eaves height would be approximately 0.4m lower than the existing eaves. The section of the building to the east would be set 0.8m lower than the main ridge.

Additional plans were sought showing the floor areas for units 7 and 8 above 2.3 metres in height and additional plans showing level details.

4. Public Consultation

Consultation letters were sent to 43 neighbouring properties. 9 responses have been received, comprising 9 letters of objection. One objection was received from the Mill Hill Preservation Society.

The objections received can be summarised as follows:

- The proposal does not overcome the previous reasons for refusal.
- Sub-standard accommodation with inadequate storage internally or amenity space externally.
- Over-development of the site which is out of character for the area.
- Loss of single family dwellinghouse
- Location of site on a hazardous bend in a busy road and increased traffic pressures would make entering and existing the site unsafe.
- This development puts additional pressure on limited parking spaces
- Detrimental impact to neighbouring property at 90 Bunns Lane
- Front elevation and fenestration and design is at odds with surrounding buildings.
- proposed carpark will add to the water run-off and likelihood of flooding
- noise and disturbance as a result of construction
- tree removal

The London Fire Commissioner: No objection

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 24 July 2018. 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, CS10, CS13, CS15.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM16, DM17.

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

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:

- Principle of development
- 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.
- Whether the scheme would provide suitable accommodation for future occupiers of the units
- Whether the development would result in additional parking pressures or highways safety
- Refuse and Recycling
- Ecology and Trees
- Sustainability measures

5.3 Assessment of proposals

- Principle of development

The principle of a flatted accommodation on this road is considered to be acceptable. It is accepted that the row of houses that are on this stretch of road are single family dwellings. However when taking the street as a whole, there are several examples of flatted development on the road, including on the other side of the road on the recently approved development and to the development to the rear of the site. Considering the wider context

of the site, not only the 4 pairs of semi-detached dwellings on the northern section of Bunns Lane, flatted development on this site would be acceptable particularly as the site acts like a 'book-end' at the end of this small stretch of properties.

Policy DM08 stipulates that for market housing, the highest priority is for family homes of 4 bedrooms, with 3 bed houses being of medium priority. The proposal would result in the loss of two 3 bedroom houses. Although, the scheme does not involve any 4 bedroom units, the scheme would involve the reprovision of 1 3no bedroom unit. It should be noted that the Local Plan states that residential units above two bedrooms would constitute family sized housing. In addition, the overall increase in the number of units is considered to outweigh the benefit of providing high priority housing as required by this policy, due to the associated benefits of adding to the housing stock.

London Plan policy 3.4 seeks to optimise the housing potential of sites with reference to the density matrix contained in Table 3.2 which provides a guide to appropriate density ranges for particular locations, depending on accessibility and character.

The application site benefits from a PTAL of 3 and is considered to fall within a suburban setting as defined in the London Plan. The London Plan Density Matrix therefore suggests a range of 35-95 units per hectare. Taking the site area of 0.0953ha, the proposal for 8 flats (31 habitable rooms) would equate to a density of 83.95 units per hectare. Although this is an appropriate density for the site as defined by the London Plan, this is not the only consideration to determine whether development is suitable. The NPPF stipulates that planning decisions should "optimise the potential of the site to accommodate development" and development should be guided by the numerous factors including overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.

- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;

Any development on this constrained site should have due regard to the built form and pattern of development of Bunns Lane. A similar scheme (17/0509/FUL) was refused partly on character grounds with the reason stating 'The proposed development by reason of its plot coverage, size, bulk, massing and inadequate amenity areas, would be an overdevelopment of the site to the detriment of the character and appearance of the streetscene at Bunns Lane, site and general locality. The appeal was subsequently dismissed however, the applicant has worked with the Council to arrive at an acceptable scheme.

The siting of the building at the front is considered to be acceptable and comparable to the existing buildings on the plot. In addition, the distance of the building further away from the common boundary with no. 90 than previously proposed, would ensure a better relationship to the buildings to the northwest. The width and depth of the building has been reduced. The width has been reduced by approximately 2 metres. The depth has been reduced to 14.7 metres from the previously refused scheme which had a depth of 17.2 metres.

The proposed front building line would be staggered and the visual impact of the proposed development when viewed from the streetscene would be reduced as a result of the combination of inverted and protruding features.

The proposed design borrows from the surrounding buildings, featuring front gables and fenestration details. The proposed design would therefore add to and complement the

character of the area. The existing buildings have a different design to the rest of the properties on the road and this is a prominent site located at the apex of the road. The introduction of dormers to the property is acceptable in principle and the dormers have been positioned appropriately in the roofslope.

Since the last refused application, the applicant has engaged with the Council. Concerns were raised regarding the amount of hard landscaping especially to the front of the site, and the level of excavation. It was previously considered that the amount of front car parking and overall arrangement would severely limit potential for front landscaping. The appeal states ' Furthermore, the intensive development of the site as a whole would mean that the majority of the frontage would be hardsurfaced or open to accommodate car parking and manoeuvring, and this would not reflect the generally softer more spacious landscaping at the other interwar dwellings and in the area generally.'

The parking spaces has been redistributed in line with the advice to ensure there is not a large level of hardstanding located to one side of the forecourt. The Council's Landscape Consultant has reviewed the proposal. The application site adjoins the wooded embankment of the A41. There are many low value ornamental trees on the site, which will be removed to facilitate this development. The replacement of all these trees cannot be provided on site due to increased building footprint and associated infrastructure. The submitted arboricultural Method statement provides sufficient measures to ensure those trees retained will be unharmed by the development and a number of conditions have been suggested regarding landscaping information. While there will be loss of trees to the site, it is considered the changes to the hardstanding offer greater opportunity for soft landscaping. Furthermore, the loss of trees and limited opportunity for landscaping was not a specific reason for refusal in the previous application, although a relevant consideration of the character of the area.

- Whether harm would be caused to the living conditions of neighbouring residents.

One of the Council's key objectives is to improve the quality of life for people living in the Borough and therefore development that results in unacceptable harm to neighbours amenity is unlikely to be supported. Good neighbourliness is a yardstick against which proposals can be measured.

Any development, particularly in a constrained site should ensure that the amenities of neighbouring occupiers are respected.

The Council's SPD 'Residential Design Guidance' states that new buildings and extensions should normally be subordinate and respect the original building. The Council's guidance advises that new development should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing building and using an appropriate roof form to ensure that the amenities of neighbours are not harmed.

The previous application was refused partly on concerns to the amenity of the neighbouring occupier at 90 Bunns Lane. The size, siting, height, depth and relationship of the previous scheme to the neighbouring occupier was considered to have an overbearing appearance and would adversely affect the outlook of this occupier. Since the last refused scheme, the proposal has been reduced. The combined reduction in width and depth of the building has alleviated the visual prominence of the structure on neighbouring occupiers. The previous reason for refusal is considered to have been addressed.

- Whether the scheme would provide suitable accommodation for future occupiers of the units

All residential development is expected to comply with the minimum space standards as advocated within the Sustainable Design and Construction SPD and the London Plan 2015. The SPD standards for bedrooms require double bedrooms to provide a minimum floor area of 11.5sqm and single bedrooms a minimum floor area of 7.5sqm. The Sustainable Design and Construction SPD also confirms that habitable floorspace in rooms with sloping ceilings is defined as that with 1.5 m or more of ceiling height. The proposed flats would all comply with the minimum space standards as stipulated in the London Plan (Minor Alterations 2016) and supporting Council SPDs; in this regard the development is acceptable.

All proposed residential development should provide suitable outlook and daylight for future units. All units would generally benefit from suitable outlook. The habitable rooms in units E7 and E8 in the roofspace are all served with at least one dormer window to provide for outlook.

The daylight and sunlight report which was submitted as part of the application indicates that the proposed units would benefit from suitable daylight/sunlight levels and therefore in this regard the proposal is acceptable.

The Sustainable Design and Construction SPD advocates that suitable outdoor amenity space should be provided for all new residential units. The last scheme (17/0509/FUL) was partly refused as the 'proposed residential units would result in substandard and poor quality private outdoor amenity space to the detriment of the residential amenities of the future occupiers of the proposed units'. Since the last scheme, reductions to the depth of the building has increased the garden size. The SPD specifies that 5sqm of outdoor amenity space should be provided per habitable room. The ground floor rear units (E2 and E3) would benefit from private gardens. Flat 2 would benefit from a garden of 22.7sqm. Flat E3 would benefit from a garden with an area of 14sqm (the applicant has specified this is 45sqm. In addition, there would be a communal garden at the rear with an area of 120sqm. Based on the number of units (excluding Flats 2 and 3 which would benefit from gardens), the scheme would require the provision of 115sqm of outdoor amenity space.

The Residential Design Guidance SPD stipulates that "private amenity space for the exclusive use of building occupants is a highly valued asset" (para.8.2). The same SPD stipulates that "the fundamental design considerations for amenity space should be its quality and usability" (para.8.7) and "awkwardly shaped, narrow and very steeply sloping amenity spaces should be avoided and will not be considered to count towards usable outdoor amenity space" (para.8.8). The last scheme noted that the unusual form of the garden and sloping land restricts the usability of the garden, particularly at the rear. Whilst this would be the same as the existing circumstances with one household, there would also be additional occupiers and therefore it could be assumed that several groups would want to use the garden at any given time and there may be more demand to use the corner section.

The revised scheme shows that a car parking space will be relocated and the amenity space reorganised to better use the site and increase outdoor space. In addition, it has been noted that there is a public open space a few yards from the site and there are many more public open spaces within 5 minutes' walk from the site. In view of this, it is considered that the amenity space provision would be adequate for the proposed number of habitable rooms in principle. The previous grounds for refusal is considered to be overcome.

Environmental Health officers have reviewed the scheme and the supporting documents including the air quality and noise reports, and consider that subject to conditions, the noise and air quality issues due to the siting of the site could be mitigated. The applicant has confirmed that no air conditioning units are proposed in the scheme.

Sound insulation between units should be incorporated into the scheme which should be in compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission). This is due to its relationship both horizontally and vertically to neighbouring residential units. The applicant should achieve the required sound insulation levels and this will be enforced by an appropriate condition attached to the decision.

- Whether the development would result in additional parking pressures or highways safety

Highways officers have reviewed the proposal. The development has proposed 8 off street parking spaces. This is thought to be a suitable level of off street parking provision to stop the likelihood of overspill parking by future residents of the development. All vehicles can enter and exit the development in a forward gear.

The PTAL is 3 (average) with only bus and train available within the PTAL calculation area. The development is not located in a controlled parking zone nor is there likely to be one in place by the time the proposed development is occupied.

Refuse stores have been provided within a suitable proximity of the entrances to the development for the use by future residents, the bin stores are also a reasonable proximity from the public highway and can be easily accessed by refuse operatives.

A very similar previous application (17/0509/FUL) was made, this was not objected to by highways. Since the last scheme, the number of car parking spaces has reduced. The reduction in the number of car parking spaces to eight is because of the need to reduce hard standing to the front of the property and also to reflect the revised number of and sizes of units to be provided.

In response to the 2018 pre-application advice report, a swept part analysis has been carried out and it is attached to the appendix of the accompanying Transport Statement. Highways officers do not consider the development would generate a significant negative impact on the performance and safety of the surrounding highway network or its users. There is no objection to the development on Highways grounds.

- Refuse and Recycling

A shared refuse and recycling area will be provided to the front of the building. The provision will meet guidance and will be as follows: 4 x 240 litre recycling bins (750 depth, 580 width 1100 height). 1 x 240 litre food waste bin (750 depth, 580 width 1100 height). 2 x litre refuse bins (750 depth, 580 width 1100 height). No details are provided of the enclosure but a condition is suggested to ensure the materials and design are acceptable.

- Ecology and Trees

One of the reasons for refusal related to ecology and in particular the potential effect of the development on bats, a protected species. However, at appeal, this reason for refusal was

overcome after sufficient information was provided. The applicant has provided a bat survey to accompany this application which concludes there are no requirements for any further investigation. An ecological report was provided with the application detailing the ecology of the site. The proposal is not considered to have a harmful impact on ecology.

The Council's Landscape consultant has reviewed the proposal. There are no protected trees in the site. The application is accompanied by an Arboricultural Method Statement (AMS) and a tree survey. The AMS sets out the breakdown of trees that will be removed and/or pruned. In addition, a Tree Protection Plan has been prepared to ensure that trees to be retained will be protected.

- 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 applicant has confirmed that the proposed development would meet this requirement, and a condition would be attached in the event planning permission is granted to ensure compliance with these Policies.

In respect of carbon dioxide emission reduction, the applicant has confirmed that the scheme has been designed to achieve a CO2 reduction of 15.8% over Part L of the 2013 building regulations. This level of reduction is considered 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 would be attached in the event planning permission is granted to ensure compliance with the Policy.

In terms of water consumption, a condition would be attached in the event planning permission is granted to require each unit 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 Minor Alterations).

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

5.4 Response to Public Consultation

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