

Location **97 - 101 Brent Street London NW4 2DY**

Reference: **17/1372/FUL** Received: 6th March 2017
Accepted: 15th March 2017

Ward: Hendon Expiry 14th June 2017

Applicant: Brookacre Estates Limited

Proposal: Demolition of existing building. Erection of part four-storey, part five-storey building with retail unit at ground floor level. 10 residential units on upper floors. Undercroft parking, cycle storage, refuse and recycling storage.

Recommendation: Refuse

- 1 The proposed development by reason of its size, siting, height, design would result in an incongruous form of development that would be unduly bulky, visually obtrusive and would appear at odds with the established streetscene and would result in the overdevelopment of the site which would be inappropriate and out of context with the prevailing character of the area, contrary to policies CS NPPF, CS1 and CS5 of the Local Plan Core Strategy (adopted September 2012), policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (Adopted October 2016)
- 2 Insufficient residential car parking is provided onsite which would be likely to lead to increased kerbside parking to the detriment of free flow of traffic and highway and pedestrian safety contrary to policies DM01 and DM17 of the Barnet Development Management Policies Document (Adopted September 2012).

Informative(s):

- 1 The plans accompanying this application are: 100; 101; 102; 111; 112; 211; 213; 214; 210; 113; 002; 110; 702; 703; 700; 701; 704.
- 2 In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. To assist applicants in submitting development proposals, the Local Planning Authority (LPA) has produced planning policies and written guidance to guide

applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered.

The applicant did not seek to engage with the LPA prior to the submission of this application through the established formal pre-application advice service. In accordance with paragraph 189 of the NPPF, the applicant is encouraged to utilise this service prior to the submission of any future formal planning applications, in order to engage pro-actively with the LPA to discuss possible solutions to the reasons for refusal.

- 3 This is a reminder that should an application for appeal be allowed, then the proposed development would be deemed as 'chargeable development', defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Therefore the following information may be of interest and use to the developer and in relation to any future appeal process:

The Mayor of London adopted a Community Infrastructure Levy (CIL) charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for a £0 per sq m rate for education and health developments. This planning application was assessed as liable for a £29085.00 payment under Mayoral CIL at this time.

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 were set at a rate of £0 per sq m. This planning application was assessed as liable for a £112185.00 payment under Barnet CIL at this time.

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

Liability for CIL is recorded to the register of Local Land Charges as a legal charge upon a site, payable should development commence. The Mayoral CIL charge is 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.

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

The Community Infrastructure Levy becomes payable upon commencement of development. A 'Notice of Commencement' is required to be submitted to the Council's CIL Team prior to commencing on site; 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 any appeal being allowed, please contact us: 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 Extension: 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 www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil for further details on exemption and relief.

Officer's Assessment

The application has been called in at the request of Cllr Mark Shooter due to the important location of the site within Brent Street town centre.

1. Site Description

The application site relates to three units located at the end of terrace located on the corner with Foster Street. The building is two storeys in height with hipped roof. The units fall within the primary retail frontage of Brent Street with each of them being used as commercial premises at ground floor.

The terrace on the opposite side of Foster Street is a two storey building with hipped roof, which matches the application site.

The attached property (93-95 Brent Street) is three storeys in height with accommodation in the roofspace facilitated by dormer windows.

The rear of the site is served by Short Street.

The area is mixed in character comprising of commercial and residential units.

2. Site History

Reference: W14459B/07

Address: 97 Brent Street, London, NW4 2DY

Decision: Approved subject to conditions

Decision Date: 28 November 2007

Description: Demolition of existing building and erection of a four storey building (ground and three upper floors). The ground floor to comprise a retail unit. First, second and third floors as eight self contained flats.

Reference: W14459A/06

Address: 97 Brent Street, London, NW4 2DY

Decision: Approved subject to conditions

Decision Date: 8 December 2006

Description: Demolition of existing buildings and erection of a four-storey building (ground and three upper floors - top floor within the roof space) together with a basement car park. The ground floor to comprise a retail unit, the first and second floors as offices, and the third floor as three self contained flats.

Reference: W14459/06

Address: 97 Brent Street, London, NW4 2DY

Decision: Withdrawn

Decision Date: 27 July 2006

Description: Demolition of existing buildings and erection of a four-storey building (ground and three upper floors - top floor within the roof space) together with a basement car park. The ground floor to comprise a retail unit, the first and second floors as offices, and the third floor as three self contained flats.

3. Proposal

The application relates to the demolition of existing building. Erection of part four-storey, part five-storey building with retail unit at ground floor level. 10 residential units on upper floors. Undercroft parking, cycle storage, refuse and recycling storage.

The front of the building will align with the front building line of the neighbouring properties and will have a total depth of 28.45 at its deepest on the edge of Foster Street. The proposed building will have a stepped footprint to the rear. Closest to the point with the neighbouring building (Little House) the proposal will have a depth of 8.4m with an additional terrace measuring 1.85m set off the common boundary with Little House by 3.43m and a distance of 6.11m wall to wall from the neighbouring building.

The building steps out a further 10.79m at a distance of 8.45m from the common boundary.

Balconies are proposed on the rear and side elevation of the property.

The proposal will have a flat roof to a total height of 16.24m to the top of the fourth floor, the eaves will align with the neighbouring property.

The proposal will sit on the pavement line of Foster Street.

The proposal comprises of 310sqm retail space at ground floor and 10 self contained flats which are set out as three x 1 bed units, three x 2 bed units, three x 3 bed 5 person units and 1 x 3 bed 6 person unit.

4. Public Consultation

Consultation letters were sent to 85 neighbouring properties.

6 responses have been received, comprising 5 letters of objection, and 1 letter of comment.

The objections received can be summarised as follows:

- Impact on amenity - loss of light/daylight; outlook; overlooking onto blank wall; tunnelling effect.
- Extreme parking pressure
- Cycle parking will have an awkward access.
- Overdevelopment; should be set back.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.
- Relevant Development Management Policies: DM01, DM02, 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 property, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents.
- Whether the proposal will provide sufficient amenity for future occupiers.
- Whether harm would be caused to parking and traffic in the surrounding area.

5.3 Assessment of proposals

Planning permission has previously been granted at the site in December 2006 and July 2007 under applications W14459A/06 and W14459B/07.

W14459A/06 was approved for the demolition of existing buildings and erection of a four-storey building (ground and three upper floors - top floor within the roof space) together

with a basement car park. The ground floor to comprise a retail unit, the first and second floors as offices, and the third floor as three self contained flats.

W14459B/07 was approved for the demolition of existing building and erection of a four storey building (ground and three upper floors). The ground floor to comprise a retail unit. First, second and third floors as eight self contained flats.

The main differences between the earlier schemes and the current proposal are as follows:

- The 2006 application included the provision of office space at floors 1-2 and 3 residential units at 3rd floor. No office units are proposed under the current application.
- Increase in the number of residential units from 8 to 10 since the 2007 approval.
- Introduction of a part fifth floor level.
- The 2006 and 2007 applications did not see the building occupy the full depth of the site. The current proposal occupies the full depth of the site along Foster Street. The earlier applications provided a space between the building and Short Street to facilitate parking.
- 6 parking spaces were provided off street as part of the 2007 application for 8 residential units. This has now been reduced to 3 parking spaces for 10 residential units.

Impact on the character of the area

Land use

The proposal will retain the ground floor as retail comprising of 310sqm of retail floor space to provide one large retail unit. Given the town centre location of the site it is not considered that the amalgamation of the three units to provide one large retail will need to be subject to the sequential approach. The ground floor use is considered to be acceptable.

The upper floors of the site is proposed to be used as residential accommodation, this is a common use of the upper floors in the Brent Street town centre and is a suitable use. Therefore no objections are raised to the principle of residential accommodation.

A mixed use development in this town centre location is considered to be acceptable and appropriate. It should also be noted the mix of retail and residential has previously been granted under applications W14459A/06 and W14459B/07.

Character and appearance

Policy DM01 of the development management plan policies states development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The proposal will sit hard against the boundary line with Foster Street and will extend up four floors with an additional part fifth storey. The proposal by virtue of its building line and the overall height would appear overbearing when considered from Foster Street. It should be noted that the earlier approvals in 2006 and 2007 did not extend the full depth of the site as is now proposed and provided a set in at third floor level from the elevation on Foster Street and as such gave a perception of being

It is noted that the neighbouring property at 103 Brent is a two storey building with hipped roof that pitches away from Foster Street, this gives a degree of separation and allows the building to sit comfortably within the street context. Although, in principle an increase in height to match 93-95 Brent Street may be acceptable given the corner location of the application site and the design and height of the building it is not considered that the development sits comfortably within the site and would appear unduly bulky, visually obtrusive and overbearing.

The fifth floor element is considered to result in a poor design and would appear incongruous within the street context due to its overall height which will extend significantly above the established building heights of the parade of which it forms a part. The siting of the fifth floor is also considered to result in an awkward design. Although the neighbouring property Little House 93-95 Brent Street extends up four storeys it should be noted that the top floor of this building is with a pitched roof with dormer windows and as such the development reads as a three storey building with accommodation in the roofspace.

The fenestration detailing by reason of its design and the position of the windows in comparison to the neighbouring property in particular to the front elevation exacerbates the awkward design of the development. Although a more contemporary development is not considered unacceptable in principle, the design as existing appears jarring and would not replicate any design features of the established parade.

The ceiling height at ground floor is not consistent through the terrace and window detail reinforces the incongruous nature of the development. The fenestrations detailing should tie the unit in with the neighbouring property.

The proposed footprint which extends the full depth of the site along Foster Street in combination with its height is considered to result in an unduly form of development that is visually obtrusive when read from Foster Street.

The proposal by reason of its siting, footprint, height and design would result in an unduly form of development that would lead to a visually obtrusive and overbearing form of development that would appear at odds with the established character of the area. The proposed development fails to successfully bridge between the design of the neighbouring unit at 93-95 Brent Street which and 103 Brent Street.

Impact on the amenities of neighbours

Barnet's SPD Residential Design Guidance indicates that a distance of 10.5m should be maintained between habitable room windows and neighbouring gardens and 21m between facing habitable room windows. The proposal complies with this guidance in regards to rear facing windows as the nearest development is set some distance away. There are no side windows in the property at 103 Brent Street that would be impacted by the proposal including provision of new windows in the development.

The proposed development will follow the stepped footprint of the neighbouring unit and as such the proposal will be set further off the boundary as it projects deeper into the site. By virtue of the depth of the development and distances maintained to the nearest residential units at Little House, 95 Brent Street it is not considered that the proposal will result in any loss of amenity and would not appear overbearing.

In terms of noise it is not considered that the proposal will give rise to significant comings and goings in close proximity to surrounding residential occupiers to an unacceptable degree. The site is within a town centre location where it is expected there would be additional movements than a more residential street.

By virtue of their scale, siting and design, would not impact adversely on any neighbouring properties access to light or have an overbearing impact on neighbouring properties. Furthermore, it is considered that the proposed fenestration would not result in any direct overlooking to the neighbouring properties.

Amenity of future occupiers

The proposed works would result in the creation of 310sqm of retail space and 10 self contained flats. Policy DM01 of the Development Management Policies 2012 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.

Section 8.4 of Barnet's Local Plan SPD: residential design guidance states: "in designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to outdoor amenity space that is not overlooked from the public realm and provides reasonable level of privacy". In addition to this, section 2.4 of the SPD for sustainable design and construction states that "the impact of development on the availability of daylight / sunlight and privacy to the occupants of existing buildings and the occupants of new development is strongly influenced by design and contributes significantly to the quality of life. The amount of daylight available in buildings enhances people's quality of life and reduces energy use. The Mayor's Housing SPG standard 5.5.2 recommends that development should preferably have direct sunlight in living areas and kitchen dining spaces and all homes should provide for direct sunlight to enter at least one habitable room for part of the day. Overheating should be considered when designing for sunlight".

The proposed flats meet the minimum space standards as set out in the London Plan 2016 and would provide sufficient outlook and access to light for habitable rooms. Although some of the units are single aspect, it is considered that by virtue of the internal configuration that the units will have sufficient outlook and light.

Amenity space is limited to terraces at the upper floor levels. Notwithstanding, that the terraces are considered to be unacceptable in character terms they are considered to provide adequate external amenity provision. In addition, given the town centre location of the flats and the current arrangement of flats in the existing and surrounding properties not having access to outdoor garden space it is not considered that this would warrant a reason for refusal that could be upheld at appeal.

and parking

The site is located on Brent Street opposite the Sentinel Square, between Foster Street and New Brent Street NW4. There is a pelican crossing fronting the site on Brent Street. 3 parking spaces including a disabled parking space are proposed.

Payment parking is in operation in Brent Street from Monday to Saturday 9am to 5.30pm in the vicinity of the proposed development site.

Parking Assessment:

Residential use:

The assessment of parking provision for a residential development is based on Public Transport Accessibility Levels (PTAL) Score. For higher PTAL of say 5/6 a parking requirement at the lower end of the council's parking policy range would be considered acceptable. However, for a PTAL Score at the lower end (say of 1 or 2) parking provision at the higher end of the council's parking policy range would be required. The PTAL Score for the site is calculated as 2 which is a poor accessibility.

Barnet's Local Plan Development Management Policies approved in September 2012 sets out Parking Standards as follows for the residential use:

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

For 1 bedroom units - 1.0 to less than 1 parking space per unit

Based on the above parking standards the parking requirement is calculated as follows.

3x2b = a range of (0.0 - 1.0) = 0.00 - 3.0 parking spaces required

3x2b = a range of (1.0 - 1.5) = 3.00 - 4.5 parking spaces required

4x3b = a range of (1.0 - 1.5) = 4.00 - 6.0 parking spaces required

This equates to a range of parking provision of 7.0 to 13.5 spaces to meet the Barnet Local Plan parking standards contained in the Development Management Policies approved in September 2012. The maximum parking provision would be more appropriate in an area with the lowest Public Transport Accessibility Level (PTAL) for the site. The site has PTAL rating of 2 which would require a parking provision of 12 parking spaces to accord with the Council's Parking Standards. Therefore the parking provision of 2 parking spaces falls short by 9 parking spaces.

Transport Assessment:

Transport Planning Associates appointed as consultants by the applicant undertook transport assessment.

Parking Beat Survey:

Parking Beat Survey was undertaken to ascertain the parking pressure on roads in the vicinity of the development. The survey was undertaken in accordance with Lambeth Methodology and the results of the survey indicated that there are sufficient parking spaces available in the vicinity of the development to cater for any likely over spill of parking.

However, the details submitted were incomplete as no drawing was submitted with the planning application showing the extent of the parking beat survey. Also as the site is located in the town centre location, the survey needs to be undertaken during the daytime and in the early evening when there is an overlap between the residents arriving home and the commercial operation.

Census Data Assessment:

The consultants under took assessment of the 2011 census data for Hendon which suggested that average car ownership for Hendon Ward is 67%. Therefore applying this to the proposed residential development the parking provision would need to be at least 7 parking spaces.

Retail Use:

The retail parking provision would need to accord with The London Plan Parking Standards as follows.

310m² of A1 Retail use is proposed on the ground floor.

For site with PTAL rating of 2 the following parking is required.

For Food Retail one parking space would need to be provided for 35m² GIA. This equates to 9 parking spaces.

For Non-Food Retail one parking space would need to be provided for 20m² GIA. This equates to 16 parking spaces. No parking spaces are provided for the retail use.

Taking into consideration the following:

The site is located in a town centre location;

The proposal is to marginally increase the existing retail use;

There is pay by phone parking available in the close proximity of the site.

Please Note: Contrary to the information included in the traffic consultants to the information submitted in the Transport Assessment the site is on the edge of the Controlled Parking Zone (CPZ) and not within the CPZ.

No Electrical Vehicle Charging Points are provided in accordance with The London Plan Parking Standards.

Conclusion on parking provision:**Residential parking provision:**

Notwithstanding the information submitted with the planning application, the proposal for the residential use falls significantly short on parking provision as majority of the units proposed are 2/3 bedroom units which would requires provision of at least one parking space in accordance with the DM17 Policy. Therefore the residential parking provision does not accord with the DM17 Policy.

Retail parking provision:

On balance the retail proposal without parking provision is acceptable on highway grounds.

Cycle Parking:

20 cycle parking spaces are being proposed for the new development and will be conditioned.

Access Arrangement:**Vehicular Access:**

The access to the parking spaces at the rear of the site is proposed from Short Street.

The proposed new crossover access of the public highway for three cars is too wide. A maximum width allowed would be 4.8 metres. The parking spaces should be separated so that there are two separate crossovers one of 2.4 metres and one of 4.8 metres which allow access for two car parking spaces directly of the public highway and with an up stand of 1.8 metres between the crossovers.

Any modifications to the existing access arrangement of the public highway would require the applicant to enter into an Agreement with the Highway Authority under S278 of the Highways Act.

Pedestrian and disabled access:

The pedestrian access residential use is from New Brent Street. However, the disabled parking space can only be accessed from Short Street which requires the disabled person to go round the corner partly walking on the carriageway as the footway on Short Street is approximately 0.6m wide which is not considered suitable for pedestrian use and therefore is not acceptable on highway grounds, therefore a direct pedestrian and disabled access needs to be provided directly from the building without requiring the pedestrians walk on to live carriageway for pedestrian and highway safety.

Public Transport Accessibility:

The site is accessible by bus services: 83, 143, 183, 240 and 326.

The nearest London Underground station is Hendon Central (Northern Line services) which is located 700 metres to the south west of the site.

Servicing/Refuse Arrangements:

A refuse collection point must be provided at ground level on a levelled surface within 10 metres of public highway, otherwise the applicant will be expected to bring the refuse bins to the back of the public highway on collection days.

Construction Management Plan:

A robust construction management plan needs to be provided and careful consideration must be given to the optimum route(s) for construction traffic and the Development Regulatory Services should be consulted in this respect.

Recommendation:

The application is recommended for refusal on highway grounds as follows:

Insufficient residential car parking is provided onsite which would be likely to lead to increased kerbside parking to the detriment of free flow of traffic and highway and pedestrian safety contrary to policies DM01 and DM17 of the Barnet Development Management Policies Document (Adopted September 2012).

Environmental Health Matters

The proposed development is considered to be acceptable on environmental health grounds subject to conditions.

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 is attached 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 6% CO2 reduction 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 is attached 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

All planning related matters are considered to be covered in the above appraisal. The traffic and development team have reviewed the application and consider that the proposal will have a harmful impact on the traffic and parking in the surrounding streets. The proposed development by virtue of the distance maintained and rearwards projection is not considered to result in harm to the neighbouring amenity.

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

The proposal is considered to fail to accord with the requirements of the Development Plan and is therefore recommended for refusal.

Site Plan

