

**Location**                      **186 High Street Edgware HA8 7EX**

**Reference:**                      **18/2146/FUL**                      Received: 9th April 2018  
Accepted: 16th April 2018

Ward:                                  Edgware                                  Expiry 11th June 2018

Applicant:                          Sam Hassan

Proposal:                              Provision of a hand car wash to front of property

**Recommendation:** Approve subject to conditions

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

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

5003  
5011  
0502  
503  
5002  
501

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

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

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

- 3     The proposals hereby approved are granted for a temporary period of 2 years from the date of this decision.

Reason: To allow the Local Planning Authority to monitor the impacts of the proposals on local residential amenity in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2011.

- 4 The use hereby permitted shall not be open to members of the public before 09.00 or after 18.00 on weekdays, before 11.00 or after 16.00 on Saturdays, Sundays and Bank and Public Holidays.

Reason: To safeguard the amenities of occupiers of adjoining residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2011.

- 5 The car wash facility shall be only carried out by hand and no mechanical equipment shall be used in the washing and cleaning process (with the exception of vacuums for internal valetting and external jet washers).

Reason: To protect the amenities of neighbouring residents in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

- 6 Prior to occupation details to ensure that no water shall drain from the car wash facility from the site on to public highway shall be submitted and approved in writing by the Local Planning Authority and the development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved details.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic and conditions of general safety on the adjoining highway in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 7 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.

- 8 Before the use hereby approved commences, it shall be demonstrated that the surface water sewers will be able to accept surface water at the agreed maximum discharge rate.

Reason: To ensure that the development manages surface water in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and

changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems).

**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. 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.

## Officer's Assessment

### 1. Site Description

The application site is situated at the junction of Hillside Drive and High Street, Edgware on the eastern side of the A5. The existing site is currently used as an operational car repairs garage and MOT station, dating back to a planning permission granted in 1979.

To the rear of the site is 2 - 4 Hillside Drive. To the immediate south on the A5 is Castleham Court which is a flatted residential development at the junction of Fernshurst Gardens. To the north of the site is Peter's Lodge, a 5-storey flatted development. The site is located approximately 400m to the north of the Edgware town centre retail frontage. Streets and properties to the rear of the site and to the east of the A5 principally consist of semi-detached dwellings whilst flatted development also exists along the A5. This constitutes the predominant character of the wider area, as one of residential properties.

The site is not in a conservation area and is not listed. There are no listed buildings or locally listed buildings which would be affected by the proposed development. There are no TPO trees on the site.

### 2. Site History

Reference: W02156Z

Address: 186 High Street

Decision: Lawful

Decision Date: 22 January 1979

Description: Use of garage for motor repairs, servicing and MOT vehicle testing

Reference: 16/2863/FUL

Address: 186 High Street, Edgware, HA8 7EX

Decision: Refused

Decision Date: 10 August 2016

Description: Redevelopment of site for 34 units of 'Retirement Living' apartments - (Category II Sheltered Housing) for the elderly with associated communal facilities, refuse storage, mobility scooter store, 20 off-street car parking spaces, hard and soft landscaping plus 152.77sq metres of office space (B1(a)) at ground floor level

Reference: 16/7355/FUL

Address: Land At 186 High Street And 2 - 4A Hillside Drive, Edgware, HA8 7EX

Decision: Refused

Decision Date: 2 March 2017

Description: Redevelopment of site for 32 units of 'Retirement Living' apartments - (Category II Sheltered Housing) for the elderly with associated communal facilities, refuse storage, mobility scooter store, 19 off-street car parking spaces, hard and soft landscaping plus 152.77sq metres of office space (B1(a)) at ground floor level

### 3. Proposal

This application seeks permission for the provision of a hand car wash at the front of the application site, to be used alongside the existing operational car repairs and sales garage and MOT station.

1no. container would be located to the front of the application site to be used as an office. This would measure a maximum height of 2.2 metres, with a flat roof, a depth of 3 metres and a width of 4.7 metres.

2no. canopies would be positioned also to the front of the site with 1no. used for a washing area for customer cars and 1no. used for a drying area to be positioned directly in front of the washing area canopy. These would measure an eaves height of 2.2 metres, a maximum height of 2.9 metres with a curved roof and a depth of 3.8 metres with a width of 3 metres.

The current access points to the car garage will be used with cars entering the site on the access from Hillside Drive and cars exiting the site on the access point on High Street.

An aqua drain is proposed closely to the washing area to remove excess water from the site.

A jet spray is the only equipment proposed to be used under the canopy on site whilst small domestic hoovers will also be in use. The car wash is proposed to be open between the hours of 08:00 to 19:00 each day of the week. The agent anticipates that between 25/30 customers will visit the car wash per day.

The application is for temporary use of the site for 3 years only.

#### 4. Public Consultation

Consultation letters were sent to 116 neighbouring properties/occupiers.

18 responses were received. These can be summarised below:

- Increased congestion from the proposals
- Air pollution from traffic
- Increased noise levels
- Missing/unrestricted business hours from the application
- Increased danger to drivers and pedestrians using the area
- The potential for the area to become commercial
- Impact on immediate neighbours
- Additional waste
- Construction works already taking place
- The number of car wash businesses in the local area
- Lacking Environmental Impact Assessment
- Lack of consultation for the re-opening of the garage
- Adding to existing drainage problems in the surrounding area/water damage
- Impact on surrounding area
- Refusal of previous proposals
- Impact on foundations of neighbouring properties
- Access to surrounding properties

Internal consultation with Highways, Drainage and Environmental Health Departments was also undertaken and comments received giving advice about the impacts of this development.

Highways: Advised that they would have no objections to the application provided that no traffic accessing the site queues on the A5 and that no water flows on to the highway.

Drainage: Advised that they would have no objections but where there is a connection to the drainage network, proof should be provided that the sewer can accommodate the discharge.

Environmental Health: The nearest windows are 10m away and the jetwash noise is audible to be annoying as it would be distinguishable from traffic noise. As a result, it is suggested that hours of use should be restricted including on weekends with a later start time.

External consultation took place with the London Borough of Harrow due to the close location of the proposed car wash to this neighbouring borough however, comments were received setting out no objections were received.

## 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, DM04, DM06, 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 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

1. Acceptability of the use proposed on this site.
2. Harm to the character and appearance of the area
3. Harm to the amenity enjoyed by neighbouring properties
4. Impact on drainage
5. Impact on traffic and highways

## 5.3 Assessment of proposals

### Acceptability of the use proposed on this site.

The car wash use is occurring on the site of an existing and retained commercial use for car repairs. This existing use would not be reduced in scale as a result of this development. It is noted that previous applications for the comprehensive (residential) redevelopment of the site have sought to also re-provide a commercial use. Therefore subject to highways, amenity and design considerations, the car wash would not be an unacceptable land use and would not result in the loss of an existing policy protected use of the site.

### Impact on the character of the area

Any scheme for the site will need to respect the character and appearance of the local area, relate appropriately to the sites context and comply with development plan policies in these respects. This will include suitably addressing the requirements of development plan policies such as DM01, CS05 (both of the Barnet Local Plan), 7.4 and 7.6 (both of the London Plan).

The application site is currently in use as an operational car repairs and sales garage and MOT station. As such, the addition of the hand car wash to the existing use on site is not out of keeping with the existing use and would complement the uses currently on site. The manifestation of the use in terms of physical development of the proposed container for an office and 2no. canopies to the front of the site is low in scale when compared to the multi-storey flatted development surrounding the application site.

Whilst the immediate surrounding area of Hillside Drive and High Street is mainly residential in use, the site is currently in operation as a car sales and repairs garage and as such, the provision of the hand car wash to the front of the site would not be considered to detrimentally impact the residential pattern of development in the general locality. The site is also located 400 metres from Edgware town centre retail frontage and therefore, would also complement the commercial uses in the town centre.

The site is located on the junction of High Street and Hillside Drive with the alterations to the site to provide the hand car wash to face towards High Street and therefore, will be highly visible from this streetscene as well as the entrance to Hillside Drive. The alterations involving the proposed container for the office and 2no. canopies for a washing area and drying area are relatively subordinate additions and would be subservient in scale in relation to the main building on site. The drying area canopy located as the most forward canopy would measure 3.5 metres from the front site boundary of the property whilst the container for the office would be located approximately 0.9 metres. The canopy would also provide screening of the activities and use of the jet spray, which has been indicated that it will be used under the canopy, and as such the screening will limit the impact of the proposals on the streetscene. Additionally, with both proposed structures measuring less than 2.9 metres, the proposed alterations to the site to facilitate the hand car wash would not be found to detrimentally impact the character and appearance of the street scene.

Signs indicating the car wash are not proposed as part of this application, however if the applicant wishes to erect signage on site, they are advised to seek confirmation of any planning permissions required for advertisements at the site.

For the reasons above, it is not found that the use of the site seeking to be retained under this application has any detrimental harm to the character of the host site or to the general locality.

Impact on the amenities of neighbouring occupiers:

It will be important that any scheme addresses the relevant development plan policies (for example policy DM01 of the Barnet Local Plan and policy 7.6 of the London Plan) in respect of the protection of the amenities of neighbouring occupiers. This will include taking a full account of all neighbouring sites.

Policy DM04 'Environmental Considerations' states at part (d) that "proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted" and "proposals to locate noise sensitive development in areas with existing high levels of noise will not normally be permitted." The policy also states that "Mitigation of noise impacts through design, layout, and insulation will be expected where appropriate."

The Council's Environmental Health Department has raised some concerns with respect to the proposed levels of noise on the site due to the use of a jet spray, a condition will be attached to this permission should delegated officers be inclined to recommend to approve this application to restrict working hours to reduce noise levels at certain times of the day on site. This would mitigate the impact of the proposed car wash on neighbouring properties.

The nearest residential properties are at Castleham Court, at approximately 10m distance. There are no windows overlooking the proposed carwash from Castleham Court. There is an outside garden space to the rear of Castleham Court, with no line of sight to the car wash so it will reduce noise levels somewhat. There are balconies and windows at Peter's Lodge,



some 50m distant. Noise from the jetwash is likely to be audible over the background noise levels to people in the rear amenity space of Castleham Court. It is likely also be audible in the outdoor balcony space of Peter's Lodge. The noise is likely to be distinguishable from the traffic noise and hence likely to be annoying.

Recently this service has received complaints from residents about noise from hand carwashes - the vacuum cleaning, jet wash, and compressor for the jet wash. Staff outside, and patrons coming and going also cause noise and with the main noise generating activities being in an open rather than enclosed environment (as the car repairs next door are) lead to an increased level of impact. Limiting the hours of use would be the main way of restricting the noise exposure within the locality. Environmental Health have recommended restricting the hours of use at weekends both Saturdays and Sundays to no use until 11am and stopping at 4pm. A condition to this effect is proposed on the recommendation. In addition, this application is for a temporary period and while the applicants propose a three year period, this is excessive given that the impacts of the use would be recognised, acknowledged and monitored during a shorter period of time. As such, a two year temporary period would be acceptable.

The proposed development involving the proposed container for office purposes and the 2no. canopies would be located a sufficient distance from the residential properties along Hillside Drive and at Castleham Court whilst these proposals would be of a subservient size to not result in any impact on neighbouring properties.

#### Highways

The Council's Highways department have raised no objection to the proposal. Whilst trip generation to carwashes can be high, with the applicant estimating 25-30 customer visits per day, the levels of peak trip generation are typically outside of the AM and PM weekday peaks. As the sites current planning use is a car sales and repair garage, trip generation is already present on site, although it is acknowledged that this will increase, in principle the proposal is acceptable on highway grounds. However, this highways support for the use of the site for car wash is conditional on there being no queuing cars on the A5 to access the site and that any excess water from the use should not flow onto the highway. These conditions have been added to the recommendation.

#### Drainage

Comments have been received by the Lead Local Flood Authority who advised the site is within Flood Zone 1. Their advice is as follows: 'The site is classified as 'Less Vulnerable Development' in association with Table 2 of the Planning and Practice Guidance. In accordance with Table 3 of the Planning and Practice Guidance, 'Less Vulnerable Development' is permitted in Flood Zone 1. The site is located in a Critical Drainage Area, therefore a site specific Flood Risk Assessment is required. As per the Development Management Procedure Order (2015) the proposed development is classified as a 'minor development'. Minor Developments do not require the use of SuDS, however the London Plan (policy 5.13) states that 'Developments should utilise SuDS unless there are practical reasons for not doing so'. As a Minor Development comprehensive documentation on the proposed drainage strategy is not required.'

The Drainage officer and Thames Water have raised no objections to the principle of development subject to conditions to ensure there is no increase flood risk resulting from the development and in order to avoid adverse environmental impact on the community. A

suitable condition will be attached to this permission should delegated officers be inclined to agree with a recommendation to approve this condition.

The Council's drainage officer raised no objections to the proposed scheme and requested the application be conditioned. The following comments were provided following an assessment of the application:

The development site is located entirely within Flood Zone 1. The site is classified as 'Less Vulnerable Development' in association with Table 2 of the Planning and Practical Guidance. In accordance with Table 3 of the Planning and Practical Guidance, 'More Vulnerable Development' is permitted in Flood Zone 1. A review of the EA's surface water flood map indicates that the development site is at very low risk of surface water flooding. As such, a Flood Risk Assessment is not required. As per the Development Management Procedure Order (2015 update), the proposed development is classified as a 'Minor Development'.

#### 5.4 Response to Public Consultation

##### - Increased congestion from the proposals

Concerns were raised during the consultation period that increased congestion, particularly along Hillside Drive from cars queuing to get into the car wash, emerging from customers accessing and exiting the car wash which will detrimentally impact residents using the road and driveways along this street. The Highways Department were consulted about the impact of the proposals and no objection was raised in terms of the volume of traffic from the proposals. As such, it is not found that a detrimental level of congestion will result from the proposals.

The Highways Department did however, advise that queuing on the A5 should not happen as the road is a Strategic Road and a Traffic Sensitive Route therefore no queueing affecting the free flow of traffic should be taking place on A5 as a result of the proposed use of the site.

##### - Air pollution from traffic

Issues were also raised during the consultation period regarding increased pollution from the fumes of standing traffic on Hillside Drive. It is not considered that the additional cars using the site would result in significantly high levels of pollution to the surrounding area.

##### - Increased noise levels

During the consultation period, issues were raised regarding increased levels of noise on site from the increase in trip generation to the site. During the consultation period with the Highways Department and Environmental Health, an increase in noise from cars was not raised as a cause for concern of the application. Additionally, the increase in the volume of traffic is not considered to be so significant and as such, the noise from increased cars is not considered to result in detrimental harm to neighbouring properties on Hillside Drive or High Street.

##### - Missing/unrestricted business hours from the application

The consultation period arose issues surrounding a lack of information about the business hours of the proposed car wash. Following the concerns raised, working hours were

provided by the agent to be from 08.00 hours to 19.00 hours daily. However, the application will also be conditioned to ensure certain working hours for operation of the business to protect neighbouring amenity of residential premises located closely to the application site.

- Increased danger to drivers and pedestrians using the area

Concerns were raised about the increased danger to drivers and pedestrians in the area from additional traffic generated by the proposed car wash, with the potential for the proposals to result in increased potential accidents. The Highways Department were consulted during the lifetime of the application and 25/30 customers per day were not considered to result in a dangerous level of traffic to other road users and pedestrians, including the elderly, in the area.

- The potential for the area to become commercial

Issues raised during consultation stated that the approval of this proposal would turn the area into a commercial one rather than residential. The site is currently in use as a car sales and repairs garage and as such, the provision of a hand car wash to the front of the property, which will complement the existing use, is not found to result in a changing use of the surrounding area in general. Concerns were raised that the proposal would result in the current business being transformed into a major commercial business from the proposals. However, it is found that there is capacity on the application site which is relatively large in size to accommodate a hand car wash business.

- Impact on immediate neighbours

Concerns highlighted that the proposals have no consideration for neighbours in the direct vicinity of the proposal. As addressed in the main body of the report, the additional noise and use of the site is not found to result on a detrimental impact on neighbouring properties.

- Additional waste

Concerns were raised about the additional waste generated on site from the proposals. However, it is not found that the additional use of the site for a car wash would result in a substantial increase in refuse generated on site.

- Construction works already taking place

The consultation period raised concerns that construction works have already begun on site to facilitate the proposed car wash. Any construction works that begin prior to permission being granted on site are at the risk of the applicant and should permission not be granted for the proposals, the site would be subject to enforcement action. It is worth noting that an enforcement case has recently been opened to explore works on site which may not benefit from permission.

- The number of car wash businesses in the local area

Issues were raised regarding the number of car wash businesses already existing in the surrounding area. The number of similar businesses in the local area would not be a material consideration in the assessment of this application.

- Lacking Environmental Impact Assessment

Concerns were raised that an Environmental Impact Assessment has not been submitted regarding a noise assessment on the site. The proposed hand car wash would be a minor development on the site that would not require an Environmental Impact Assessment to assess the application.

- Lack of consultation for the re-opening of the garage

Issues were raised about the re-opening of the garage on site and that neighbours were not consulted about the garage re-opening. The garage benefits from permission to operate as a garage dating back to 22 January 1979 when permission was granted under ref. W02156Z. From planning history, it appears that the garage has not changed use during this time period and therefore, permission would not be required for the site to remain as the same use class.

- Adding to existing drainage problems in the surrounding area/water damage

Objections stated that the proposed works would result in surface water with drainage issues already existing in the surrounding area and the damage that this additional water could cause. Consultation with the Council's Drainage department raised no objections to the proposals on the drainage systems or resulting in water issues in the surrounding area.

- Impact on surrounding area

A number of objections stated that the proposals would be detrimental to the area. As addresses in the main body of the report, it would not be considered that the proposed hand car wash would result in a detrimental impact on the surrounding area

- Refusal of previous proposals

The consultation period raised concerns that the previous proposals for retirement living apartments on site were refused and therefore, a proposed hand car wash, which objections state would operate daily with significant noise, trips and waste generated, would also have a negative impact on the area and should be refused. Each application should be decided upon its own individual merits and a hand car wash would be assessed under different characteristics to a proposed retirement home.

- Impact on foundations on neighbouring properties

Concerns were raised about the impact of the development, with additional water on site, to the foundations of neighbouring flats. The impact of the works would be a matter to raise with the Building Control Department of the Council and this would not be a material consideration.

- Parking issues

During the consultation period, issues were raised regarding an increase in parking tickets being issued on neighbouring roads. Concerns were also raised about cars being parked on residential streets to be repaired; tow trucks parking and blocking the road and the potential for cars to use resident bays. The increase in parking tickets being issued would not be a material consideration when assessing the application additionally, the Highways Department were consulted and no issues were raised about the hand wash resulting in additional parked cars. It is not considered that cars will be parking to use the hand car wash but will instead quickly access the site without parking on the street with queuing also not

allowed around the site, as advised by the Highways Department. Any concerns regarding other operations on site and its impact on parking would not be within the scope of this application.

- Safety concerns

Concerns were raised about parked cars on neighbouring roads been watched and looked in to. Any safety or crime concerns should be directed to the local Police.

- Visual Impact

Concerns were raised about the visual impact of the car wash being an eye sore to the surrounding area. As addressed in the main body of the report, the proposed car wash would be a subordinate addition to the front of the property and would not be found to result in a detrimental impact on the visual amenity of the surrounding area.

- Proposed site exit

Issues highlighted the proposed use of the exit, indicated to be on to High Street, causing safety issues for pedestrians with cars passing the pavement to access the Highway. The proposed exit to the car wash was not raised as a concern by the Highways Department except to advise that the A5 Edgware Road is a Strategic Road and a Traffic Sensitive Route therefore no queueing affecting the free flow of traffic should be taking place on A5 as a result of the proposed use of the site.

- Access to surrounding properties

During the consultation period, access to surrounding properties, particularly where elderly residents reside, was raised as an issue. The Highways Department were consulted and it was not seen that the proposals would detrimentally impact access to surrounding properties however, the applicants have been advised that queueing is not allowed by the Highways Department.

## 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 proposed use and development of the site as a car wash and car sales office would not have a detrimental impact on the character of the area. Furthermore, it is not considered that the car wash is likely to result in a harmful level of noise and disturbance detrimental to the occupants of neighbouring properties. The application is recommended for APPROVAL.

