

Location **16 Lichfield Road London NW2 2RE**

Reference: **18/2798/FUL** Received: 9th May 2018
Accepted: 16th May 2018

Ward: Childs Hill Expiry 11th July 2018

Applicant: Mrs Gabriella Marino

Proposal: Conversion of existing ground floor shop into 1no self-contained flat. Second floor side and rear extension . Roof extension involving rear dormer window, 2no rooflights to front elevation to provide 1no self-contained flats. Associated parking, refuse and recycling store and cycle storage

Recommendation: Approve subject to conditions

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

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

Site Layout Plan L06/2017/SITE Rev D
Site and Block Plans L06/2016/01
Existing Ground Floor Plan BA22530916_01
Existing First and Second Plan BA22530916_02
Existing Elevations Drawing elevation E1-E3
Proposed Ground and First Floor Plan L06/2016/02 Rev A
Proposed Loft and Roof Plan L06/2016/03 Rev C
Proposed Elevations L06/2016/04 Rev D
Design and Access Statement dated 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 The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

Reason: To safeguard the visual amenities of the building and surrounding area in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 4 a) Before the development hereby permitted is first occupied, details of the subdivision of the amenity area(s) shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in accordance with the details approved under this condition 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 (adopted April 2013).

- 5 Prior to the occupation of the development, parking spaces and the access to the parking spaces shall be provided in accordance with drawing No. L06/2017/Site Rev. D submitted with the application. The parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with 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.

- 6 Prior to the occupation of the development, Cycle parking spaces shall be provided in accordance with London Plan cycle parking standards and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason: To ensure and promote easier access for disabled persons to the approved building 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 which in turn refers to London Plan Parking Standards.

- 7 No works on public highway as a result of the proposed development shall be carried out until detailed design drawings have been submitted and approved by the Highway Authority and works shall only be carried out in accordance with the approved plans.

The applicant will be expected to enter into with the Highways Authority under Section 278 Agreement of the Highways Act, for works affecting public highway including creation of new accesses and reinstatement of the existing accesses and consequential damage to public highway as a result of the proposed development.

Any proposal for the adoption of land would need to be progressed under S38 of the Highways Act.

Reason: To ensure that the works on public highway are carried out to the satisfaction of the highway authority in the interest of highway 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.

- 8
- 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).

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.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a payment under Mayoral CIL.

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

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

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

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

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

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

Relief or Exemption from CIL:

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

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

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

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

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

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

- 3 For any proposal new crossovers or modification to the existing crossovers, a separate crossover application must be submitted for approval to the Highways Authority. Details of the construction and location of the new crossover are required to be agreed with the highway authority. Any street furniture, road markings or parking bays affected by the proposed works following site investigation would be relocated at the applicant's expense.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team in conjunction with the highway tree section as part of the crossover application. The outcome of this assessment cannot be prejudged.

Please Note: A maximum width of a continuous crossover allowed for a property from a public highway is 4.8 metres.

Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

Works on public highway shall be carried out by the Council's contractors. An estimate for this work could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

- 4 Provision of a new footway or modification of the existing footway shall be Disability Discrimination Act (DDA) compliant.
- 5 Damage to public highway as a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition

survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk or nrswa@barnet.gov.uk at least 10 days prior to commencement of the development works.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

- 6 It is an offence under Section 151 of the Highways Act 1980 to allow mud, debris or other materials to be deposited on the highway so as to damage it, obstruct it or create a nuisance or danger. The applicant will ensure that highways in the vicinity of the works are kept free from mud, debris and dust falling from vehicles or the wheels of vehicles associated with the works or spreading from the works. Where the deposit of mud, debris or dust is unavoidable, warning signs must be exhibited whilst works are in progress. Carriageways and footways affected must be swept at least every two hours or otherwise to the satisfaction of the Authority. The applicant shall be responsible for keeping the highway clean in the vicinity of the site. Any mud or spoil deposited on the public highway shall be removed without delay.
- 7 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.
- 8 The applicant is advised that any works required on public highway to facilitate the development will require a separate agreement with the Highways Authority under S184 or S278 of the Highways Act 1980.

Officer's Assessment

1. Site Description

The application site is located on Litchfield Road, close to the Cricklewood Town Centre. The immediate vicinity is comprised of 3 storey terrace properties and 2 storey maisonettes. There is an established character of flats in the area.

The property has a commercial ground floor shop with a separate shop front. The remainder of the property is divided into 4 self-contained flats. Permission was given in 1969 for the conversion of the property into 2 self-contained flats.

The shop front extends forward of the main building line. There is no planning permission for the shopfront extension but an enforcement case in 2013 found the extension to be lawful by virtue of having been built over 4 years ago.

The property benefits from an existing first floor side extension with a flat roof.

2. Site History

Reference: 17/4186/FUL

Address: 16 Lichfield Road, London, NW2 2RE

Decision: Refused for following reasons:

1. The second floor side and rear extension in addition with a rear dormer extension has a cumulative impact on an already large and extended property and would, by reason of its size, bulk, design, be unduly obtrusive and detrimental to the character and appearance of the host property, streetscene and general locality. The proposals would be contrary to policy DM01 of the Barnet Adopted Barnet Development Management Policies 2012 and policy CS5 of the Barnet Adopted Core Strategy 2012.

2. Insufficient car parking is provided to serve the development which is likely to lead to conditions detrimental to the free flow of traffic and highway and pedestrian safety, contrary to policies CS9 of the Local plan Core Strategy (Adopted) 2012; and Policy DM17 of the Local Plan Development Policies (Adopted) 2012.

Decision Date: 29.08.2017

Description: Conversion of existing ground floor shop into 1no self-contained flat. Second floor side and rear extension . Roof extension involving rear dormer window, 2no rooflights to front elevation to provide 1no self-contained flats. Associated parking, refuse and recycling store and cycle storage.

Appeal: Dismissed 16/03/2018

Reference: 17/0799/FUL

Address: 16 Lichfield Road, London, NW2 2RE

Decision: Refused

Decision Date: 24.04.2017

Description: Conversion of existing ground floor shop into 1no self-contained flat. Second floor side and rear extension. Roof extension involving rear dormer window, 2no rooflights to front elevation to provide 1no self-contained flats

Reference: C14118/00

Address: 16 Lichfield Road, London, NW2 2RE

Decision: Refused

Decision Date: 28 December 2000

Description: Creation of two additional self-contained residential flats, involving change of use of ground floor shop (A1) to residential (C3), ground floor rear extension and second floor side extension.

Reference: C02299

Address: 16 Lichfield Road, London, NW2 2RE

Decision: Approved subject to conditions

Decision Date: 6 March 1969

Description: Conversion into 2 self-contained flats.

3. Proposal

Conversion of existing ground floor shop into 1no self-contained flat. Second floor side and rear extension . Roof extension involving rear dormer window, 2no rooflights to front elevation to provide 1no self-contained flats. Associated parking, refuse and recycling store and cycle storage

The applicant seeks permission to convert the existing ground floor shop into 1 self-contained flat, and undertake extensions to the second floor and roof to create 1 additional self-contained flat. The proposal will add a total of 2 additional flats to the 4 existing flats. This will result in a total of 6 flats. The existing flat at ground Floor (Unit A) and two flats at first floor (Unit B and C) are unchanged.

The proposed ground floor flat (Unit A1) would be 70m² GIA with 2 bedrooms for 3 people. The existing second Floor Flat (Unit D) would be extended to 62.9m² GIA with 2 bedrooms for 3 people.

The proposed second floor flat (Unit E) would be 65.8 GIA with 2 bedrooms for 3 people.

The existing shop front would be removed and replaced with a bay window to match the existing front window. The rear of the ground floor shop would be altered following removal of the existing utility space. The alterations involve a side extension of 2.4 metres in depth and 1.8 metres in width.

The applicant also proposes to construct a second floor rear and side extension. The rear extension would measure 5.7 metres in depth, 2.7 metres in height and 5.2 metres in width. The side extension would measure 3.8 metres in width at the front of the property and 4.3 metres in width at the rear of the property. The roof is proposed to extend in width and have a pitched end to match the existing pitch slope.

In addition, a rear dormer is proposed measuring 4.5 metres in width, 2.1 metres in height and 3.2 metres in depth. Two rooflights will also be added to the front elevation to facilitate a loft conversion.

The forecourt of the property will contain bin stores and landscaping, along with parking spaces for 2 or 3 vehicles.

4. Consultation and Views Expressed

Public Comments

Consultation letters were sent to 217 neighbouring properties.

3 responses have been received, comprising 3 letters of objection.

The objections received can be summarised as follows:

- the loss of the shop which is conveniently located and well used by the community
- Impact on parking demand
- Installation of dropped curb will reduce on street parking space
- Will exacerbate existing problems of persons parking on the pavement.
- Installation of hardstanding instead of areas of landscaping will encourage pollution

Elected Representatives

The following call in request has been received from Cllr Clarke:

'I wish to direct application 18/2798/FUL to the Planning Committee for their consideration. Residents of Lichfield Road are concerned about the loss of amenity of their local shop, the impact of having a dropped kerb in a new CPZ and the addition of more flats in an already overcrowded area. I would therefore like members of the Planning Committee to determine this application.'

Internal /external and Other Consultations:

Highways

No Objections subject to Conditions

5. Planning Considerations

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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 Government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, 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.

Draft Replacement London Plan 2017

The Draft London Plan (DLP) published November 2017 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. When adopted this will replace the London Plan 2016.

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 2016 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, CS5.
- Relevant Development Management Policies: DM01, DM02.

The Council's approach to extensions as set out in Policy DM01 is to minimise their 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

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.
- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions 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 house and using an appropriate roof form.
- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

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:

- the principle of development including the loss of the existing A1 use
- 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;
- Highways and Parking.

5.3 Assessment of proposals

Principle of Development including Loss of A1 Use

The objections were concerned with the loss of the ground floor shop and absence of any other shops in the area. Three previous applications at the site have not raised issue with the loss of the shop. Specialist advice was sought during the consideration of one of the previous applications (17/0799/FUL) and it was concluded that the location of the shop is not viable for A1 use. This is still considered to be the case in this instance. There are also other shops in the Cricklewood Town Centre within walking distance. The loss of the shop is not considered a justifiable grounds for refusal in this case.

The building is currently in use as flats on upper levels and as such the basic principle of flats in this location is considered acceptable. It was noted that the principle of the development was accepted by virtue of the previous inspector's decision which raised no objections in this regard.

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

The application proposes the replacement of the existing shop front and its replacement with a bay window together with a reconfiguration of the existing ground floor accommodation. The application also proposes to construct a two storey rear and side extension. The rear extension would measure 5.7 metres in depth, 2.7 metres in height and 5.2 metres in width. The side extension would measure 3.8 metres in width at the front of the property and 4.3 metres in width at the rear of the property. The roof is proposed to extend in width and have a pitched end to match the existing pitch slope. In addition, a rear dormer is proposed measuring 4.5 metres in width, 2.1 metres in height and 3.2 metres in depth along with two rooflights.

The extensions proposed are identical to those previously considered at appeal under planning application reference 17/4186/FUL. The Inspector while dismissing the appeal on highway grounds did not support the Council's objections to the visual appearance of the proposed extensions concluding that the proposals would not harm the character and appearance of the host property or the surrounding area as the extensions would be viewed against the backdrop of the terrace and a number of rear extensions.

Given this previous appeal decision it is not considered that any objection can be sustained in relation to the visual appearance of the proposed extensions.

Neighbouring Amenity

The application property is located approximately 12m from the flank wall of number 17 and 18 Lichfield Road, which contains no side facing windows and due to this arrangement no demonstrable loss of daylight, sunlight or sense of enclosure will occur. In relation to number 14 Lichfield Road, the proposed first floor rear extensions are no higher than an existing first floor rear extension and as such would not result in any significant adverse impact.

It is noted that the impact upon neighbouring amenity did not form part of the previous reason for refusal and given that the plans are unchanged would not be reasonable for the application to be refused on these grounds.

Highways and Parking

The previous application was refused in part due to Insufficient car parking being provided (1 space was proposed) to serve the development. This reason for refusal was endorsed by the Planning Inspector who noted that the level of car parking did not accord with Council Policy and that this would adversely affect parking stress on Lichfield Road.

The applicant has amended the plans to provide 2-3 spaces on the forecourt of the premises. The 3rd space requires an increase in the width of the existing footway crossing. The 3rd space is marked as if required by the Council and subject to their being Highways approval to the extension of the footway crossing.

The Council's Highway officer has been consulted on the proposal and has advised that they consider that 3 spaces should be provided and that subject to conditions (including a requirement to apply for the crossing) raise no objections to the proposal. While the proposed changes to the crossing will reduce the amount of space for on- street parking it is not considered that this would warrant the refusal of the application as this is inevitable in any drop curb application.

No detailing has been provided for the cycle storage a condition is suggested requiring the provision of appropriate facilities.

5.4 Response to Public Consultation

The matters raised have been addressed in the officer's report 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

The proposal satisfactorily addresses the previous reason for refusal relating to inadequate parking provision. While the comments raised in relation to the principle of the development are noted these did not form part of previous reasons for refusal. In relation to design, while Council Officers previously objected to the visual appearance of the proposed extensions. This was not subsequently supported by the Planning Inspectorate

and as such no objections can be raised in such regards in relation to the current scheme. The application is therefore recommended for APPROVAL subject to Conditions.