

Location 19 Hale Lane London NW7 3NU

Reference: 20/4814/FUL Received: 12th October 2020
Accepted: 12th October 2020

Ward: Hale Expiry 7th December 2020

Case Officer: Helen McGuinness

Applicant: Mr Krzysztof Kulpa

Proposal: Conversion of existing dwelling into 3 no. self contained flats.
Change to side and rear fenestration. Associated cycle store, refuse
and recycling store.

OFFICER'S RECOMMENDATION

Approve subject to s106

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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 their absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. Amendment to the Traffic Management Order:

-A contribution of £2,072.55 towards the amendment of the Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing CPZ parking permits

-Meeting the Council's costs of monitoring the planning obligation

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Service Director for Planning and Building Control approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Service Director for Planning and Building Control:

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

Design and Access Statement (received 12.10.20)
05/1034/PRELIM/101 A Photos (received 12.10.20)
05/1034/AS Exist 110 A As Exist Plans (received 12.10.20)
05/1034/AS Exist 111 A As Exist Elevs & Roof Plan (received 12.10.20)
05/1034/PLAN/600 A Proposed Block & Site Location Plans (received 12.10.20)
05/1034/PLAN/601 B Prop Ground Floor Plan (received 12.10.20)
05/1034/PLAN/602 B Proposed First Floor Plan (received 12.10.20)
05/1034/PLAN/603 B Proposed 2nd Floor Plan (received 12.10.20)
05/1034/PLAN/604 B Proposed Elevations (received 12.10.20)
05/1034/PLAN/605 Bin & Bike store details (received 12.10.20)

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 existing parking spaces shown in the approved plans (1486.P02) shall be retained at the site and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012; Policy DM17 of Development Management Policies (Adopted) September 2012 and Policy T6.1 of revised London Plan (March 2021).

- 4 Before the development hereby approved is first occupied, cycle parking and storage enclosures shall be provided in accordance approved drawings 05/1034/PLAN/605 - Bin and Bike Store Details and 05/1034/PLAN/600 A Proposed Block and Site Location Plans to London Plan cycle parking standards and that area shall be permanently retained thereafter and not used for any purpose other than for the parking of cycles associated with the development.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012; Policy DM17 of Development Management Policies (Adopted) September 2012 and Policy T5 of the revised London Plan (March 2021)

- 5 Before the development hereby approved is first occupied, screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, shall be provided in accordance approved drawings 05/1034/PLAN/605 - Bin and Bike Store Details and 05/1034/PLAN/600 A Proposed Block & Site Location Plans and shall be permanently retained as such thereafter.

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

- 6 Before the development hereby permitted is first occupied, the existing amenity space shall be subdivided in accordance with the details shown on the approve drawing d05/1034/PLAN/600 A Proposed Block & Site Location Plans 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 October 2016).

- 7 Prior to the first occupation of the new dwellings (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with Policy CS13 of the Barnet Core Strategy (2012) and Policy SI5 of the London Plan (2021) and the 2016 Mayors Housing SPG.

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

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction DPD (adopted April 2013).

RECOMMENDATION III:

That if the above agreement has not been completed or a unilateral undertaking has not been submitted within two months of the date of the resolution, unless otherwise agreed in writing, the Service Director for Planning and Building Control REFUSE the application under delegated powers for the following reason(s):

The proposed development does not provide a legal agreement to mitigate the highways impacts of the proposed development and it is therefore considered that it would have a detrimental impact on the free flow of traffic and highway safety, contrary to Policy T6.1 of the London Plan (2021), Policy CS9 of the Adopted Core Strategy (2012) and Policy DM17 of the Adopted Development Management Policies DPD (2012) and the Planning Obligations SPD (2013)

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

OFFICER'S ASSESSMENT

1. Site Description

The application site is a semi-detached property located at 19 Hale Lane, in the ward of Hale.

It is not within a conservation area and is not a statutory or locally listed building. There are no Tree Preservation Orders on site.

2. Site History

Reference W03913

Address: 19 Hale Lane NW7

Decision: Refused

Decision Date: 23.01.1973

Description: Conversion into three separate flats including room in roof space.

Reference W03913A

Address: 19 Hale Lane NW7

Decision: Refused

Decision Date: 13.06.1973

Description: Conversion of semi-detached house into ground floor flat and maisonette over involving the formation of an additional bedroom in the roof space. Provision of Parking space (front bay retained).

Reference W03913B

Address: 19 Hale Lane NW7

Decision: Approved Subject to Conditions

Decision Date: 13.06.1973

Description: Conversion of semi-detached house into ground floor flat and first floor maisonette involving the formation of an additional bedroom in the roof space. Provision of parking space (front bay demolished).

Reference: 19/2727/192

Address: 19 Hale Lane, London, NW7 3NU

Decision: Lawful

Decision Date: 28 June 2019

Description: Roof extension, including rear dormer window with juliette balconies and 3 no. rooflights to front roofslope. Single storey rear extension

Reference: 19/3908/FUL

Address: 19 Hale Lane, London, NW7 3NU

Decision: Withdrawn

Decision Date: 22 August 2019

Description: Conversion of existing dwelling into 3no self-contained flats including single storey rear extension, roof extension involving rear dormer window with juliette balcony and 3no front facing rooflights. Changes to side fenestration and openings. Associated cycle store, refuse and recycling store

Reference: 19/6436/192

Address: 19 Hale Lane, London, NW7 3NU

Decision: Lawful

Decision Date: 29 January 2020

Description: Single storey side and rear extension. Roof extension, including rear dormer window with juliette balconies and 3 no. rooflights to front roofslope.

ENF/1722/19

Address: 19 Hale Lane, London, NW7 3NU

Decision: Pending

Description: Building Works without the Consent of Planning Permission

3. Proposal

The proposed application seeks planning permission the conversion of existing dwelling into 3 no. self-contained flats, change to side and rear fenestration and associated cycle store, refuse and recycling store. The proposed flats comprise:

Flat A - located on the ground floor with 2 bedrooms (4 person) with access to the rear garden as ancillary space.

Flat B - located on the first floor with 1 bedrooms (1 person)

Flat C- Located on the first and second floors with 1 bedroom (2 person)

The rear garden would be split into three parts to create separate amenity space for each flat with access to a cycle store. A shared bin store will be located to the front of the dwelling.

4. Public Consultation

Consultation letters were sent to 68no neighbouring properties.

5no objections were initially received raising the following concerns:

- Additional flats would mean more cars in an area whereby parking is already restricted.
- Possible road safety concerns when viewing oncoming traffic in a narrow part of the road due to high volume bins associated with more individuals living in one area.
- Division of the dwelling will ruin the appearance of the area with the increase in parking provisions and bin use/storage.
- Any extensions to the rear of the dwelling at first floor level will restrict natural light into neighbouring properties.
- The proposed Juliet balcony will reduce privacy of neighbouring occupiers and allow overlooking into neighbouring gardens.
- Side elevation windows will reduce privacy of neighbouring occupiers.
- The conversion of the existing property would result in over-development and sub-standard living accommodation.
- If approved, this will set a precedent in the area encouraging over-development and sub- standard living conditions.

The LPA note 1no objection was purportedly withdrawn following further discussions between the parties. However, officers retain some concern as to the ambiguity of the circumstances behind the withdrawal and on that basis the proposal is being brought before the Committee, notwithstanding that there are now only 4no official objections.

4.1 Internal Consultee

Traffic and Development

- The proposed development is acceptable on highways grounds subject to conditions and informatives.

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

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

The revised National Planning Policy Framework (NPPF) was published on 20th July 2021. 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, creates better places in which to live and work and helps make development acceptable to communities...being clear about design expectations, and how these will be tested, is essential for achieving this'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2021

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 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.

Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of the policies and site proposals in the draft Local Plan and the stage that it has reached.

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:

- Whether the principle of conversion of the dwelling into flats is considered acceptable
- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether satisfactory living standards would be provided for future occupiers; and
- Whether harm would be caused to the local highways network and car parking

5.3 Assessment of proposals

Whether the principle of conversion of the dwelling into flats is considered acceptable

The borough has an attractive and high-quality environment that the Council wishes to protect and enhance. It is therefore considered necessary to carefully assess both the design and form of new development to ensure that it is compatible with the established character of an area that is defined by the type and size of dwellings, the layout, intensity, and relationship with one another and their surroundings. Proposals involving the redevelopment of sites in residential localities are required to reflect the particular character of the street in which the site is located and the scale and proportion of the houses.

In assessing whether flats are appropriate in this location, policy DM01 of Barnet's Development Management Policies states that consideration should be given to the character of the road and where proposals involve the loss of dwelling houses in roads characterised by dwelling houses, this will not normally be appropriate.

Section 2.8 of the Development Plan Policies document addresses the issue of flat conversions, with 2.8.1 stating that "the conversion of existing dwellings into flats can have a cumulative effect that is damaging to the quality of the environment and detracts from the character of established residential areas". Further supporting guidance is provided by the Residential Design Guidance SPD (RDG SPD) adopted in 2016 (Section 15).

The Council recognises that flat developments can make an important contribution to housing provision, in particular smaller units and that they can make more efficient use of urban land, however they normally involve an intensification of use creating more activity and can adversely affect the appearance of a street through, for example, the provision of car parking and refuse facilities, that can have an unacceptable impact on the established character of an area.

Upon further investigation of the surrounding area, there appears to be a mixture of housing types. Planning history searches also indicate permission for conversion into flats has been granted to properties in the surrounding area including 21 & 213 Hale Lane and also historically to the host site (however this was not implemented). When looking at the VOA website, it is also clear that there have been flat conversions in other nearby properties with the same post code including but not limited to 7, 9, 13, 17, 25 Hale Lane. Therefore, the conversion of the current dwelling into 3 units is not considered to be contrary to Policy DM01 relating to the principle of development and therefore found to be acceptable.

It is also noted that permission for the sub-division of the property was previously granted under W03913B.

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

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 which states that all proposals should preserve and enhance the local character of the area, as well as policies CS05 (both of the Barnet Local Plan), D1, D3 and D6 (of the London Plan).

Whilst the principle of converting the existing property into flats has been established from the surrounding area as acceptable, Paragraph 2.8.2 of the Development Management Policies DPD goes on to establish that: "Where conversions are acceptable any external alterations should seek to minimise their impact on the external appearance of the property and local character."

The only external change proposed is the alteration of the side and rear fenestration to include soft landscaping such as hedging. The arrangement of cycle and refuse storage and subdivision of the rear garden is considered acceptable.

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

It is important that any scheme addresses the relevant development plan policies (for example policy DM01 of the Barnet Local Plan policy D6 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 of Barnet's Development Management Policies Document DPD (2012) states that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise will not normally be permitted. Mitigation of noise impacts through design, layout, and insulation will be expected where appropriate.

Privacy is an important design issue and the positioning of homes, including their windows and balconies, should be carefully considered to ensure that adequate privacy is maintained. In particular, habitable rooms and areas of private gardens close to dwellings should not be excessively overlooked by windows or elevated amenity areas such as balconies/terraces.

This submission relates to the conversion of a single dwelling into 3no. self-contained flats.

There exists 7no windows and 1 doorway to the north-west elevation. 1no window and doorway on the ground floor will be replaced by 1no window totally 6no. windows to the NW elevation. As the windows on the first-floor will not be altered and currently sit at approximately 5.00 metres from the neighbouring side elevation, it is not considered to have any detrimental impact on neighbouring amenities relative to the existing situation.

Additionally, the conversion of the existing dwelling to 3no. self-contained flats is not considered to result in an intensity of use that would be unreasonably harmful to the neighbouring residential occupiers by way of noise and disturbance from comings and goings and general activity, as the site lies on a busy road, opposite the motorway and mainline railway and at the edge of the Town Centre. Consequently, it is considered that much of any noise would be assimilated into the higher than average ambient acoustic environment. Internally, sound insulation test certificates are to be secured by way of condition.

- Whether satisfactory living standards would be provided for future occupiers:

In terms of the amenity for future occupiers, the Planning Authority would expect a high standard of internal design and layout in new residential development in order to provide an adequate standard of accommodation. Table 3.1 within Policy D6 of the London Plan 2021 provides minimum space standards for new dwellings.

The London Plan 2021 states the nationally described space standard sets a minimum ceiling height of 2.5 metres for at least 75% of the gross internal area of the dwelling so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

According to the supporting statement:

The Gross Internal Area (GIA) for flat A (2 bed, 4 person) would be 73m². This is compliant with the London Plan space standards.

The GIA given for Flat B (1 bed 1 person) is 37m². This is compliant with the London Plan space standards.

The GIA given for Flat C (1 bed 2 person) is 58m². This is compliant with the London Plan space standards.

Table 2.4 from Barnet Residential Standards states that bedrooms should have a reasonable outlook with clear glazed windows. In this scheme, the internal layout has been configured as such that the bedrooms have a window on the rear or front elevation and therefore is considered acceptable in terms of outlook.

Policy DM04 of the Development Management Document (2012) part D. states that proposals will be refused if it leads to an unacceptable level of noise and disturbance unless the scheme can demonstrate any mitigation measures. The Residential Design Guidance SPD (October 2016) requires that the vertical stacking of rooms between flats should as far as practical ensure that bedrooms do not overlap living rooms, kitchens and bathrooms on other floors. Para 2.14 of the Sustainable Design and Construction SPD 2016 states that internally the layout can help mitigate the impact of noise using the following measures:

- o Locate rooms that are sensitive to loud noise (i.e. bedrooms/living rooms) away from areas of the site that are most prone to loud or continuous noise.
- o Stacking rooms with similar uses on top of each other (i.e. living rooms, kitchens) to avoid unnecessary noise disturbance (Also see Residential Design Guidance section 9).

Sound insulation between units should be incorporated into the scheme which should be in compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission). This is due to its relationship both horizontally and vertically to neighbouring residential units. A condition to that effect is proposed.

Amenity space:

Barnet's Local Plan expects that sufficient and functional amenity space should be provided for all new houses and flats wherever possible. The Sustainable Design and Construction SPD advises that 5m² should be provided per habitable room for flats.

The rear garden has been subdivided in order to provide rear amenity space for each of the individual flat. Flat A has been provided 32 sqm, Flat B 22 sqm and Flat C 23sqm. This is seen as sufficient to meet the minimum outdoor amenity space requirements of 5sqm per habitable room.

The rear amenity space for Flats B and C can be accessed via a side passage connected to the front of the property and Flat A can access theirs via the proposed ground floor extension.

The application is considered acceptable on the grounds of the residential outdoor amenity provided for future occupiers.

- Whether harm would be caused to the local highways network and car parking:

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments.

The Council's Highways team has been consulted and comments are summarised here:

- The site falls within a PTAL rating of 4 meaning there is good public transport accessibility to and from the application site. Bus routes can be accessed within a 2-minute walking distance of the site with the nearest tube station located at 4 minutes walking distance. There is a Controlled Car Parking in operation on streets surrounding the site.

- Considering the PTAL of 4 and parking restriction of 1 hour within the CPZ, the overspill by 1.5 parking space would be acceptable.

This would however be subject to acquiring 2 parking spaces off-street and a Legal Agreement to amend the Traffic Order that regulates the issue of permits

Two car spaces to the front of the dwelling are also retained. The recommendation is subject to a proposed s106 Agreement to limit permit access.

Bin stores should be designed to include storage for both refuse and recycling and be in compliance with policies as set out in the Sustainable Design and Construction SPD (section 2.12) and Barnet's 'Provision of Household Recycling and Waste Service' guide. The location of the bin store is acceptable on highways grounds.

The required number of cycle parking spaces is 4no. The cycle parking spaces and location of the store is acceptable.

Therefore, the above proposal is considered to be acceptable subject to Legal Agreement.

Sustainability

In terms of water consumption, each unit should 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). A condition has been attached to satisfy the above requirement.

5.4 Response to Public Consultation

- Comments received in relation to car parking and traffic provisions have been addressed by the relevant consultee evaluation and discussed in the body of the assessment.
- Comments received in relation to the character and appearance of the area and building have been addressed in the body of the assessment and found to be compliant with relevant policy.
- Comments received in relation to impacts on neighbouring amenity have been addressed in the body of the assessment and found to be compliant with relevant policy.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions and legal agreement, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for APPROVAL.

