

Location **101 Sunny Gardens Road London NW4 1SH**

Reference: **20/5206/FUL** Received: 2nd November 2020
Accepted: 3rd November 2020

Ward: Hendon Expiry: 29th December 2020

Case Officer: **Erica Mason**

Applicant: Mexgrove Limited

Proposal: The addition of 4no self contained flats to existing block of 3no self contained flats into a total of 7no. self contained flats, following a 3 storey side and rear extension with alterations to existing roof and single storey rear extension. Associated parking, refuse and cycle store

OFFICER'S RECOMMENDATION

Approve subject to conditions

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 Chair (or in their absence the Vice-Chair) 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/documents:

Existing Drawings received 03.11.2020:

- U-J101SG-A-1.1 (Location/Site Plan)
- U-J101SG-A-1.2 (Existing Block Plan)
- U-J101SG-A-2.1 (Existing Ground Floor Plan)
- U-J101SG-A-2.2 (Existing First Floor)
- U-J101SG-A-2.3 (Existing Second Floor)
- U-J101SG-A-2.4 (Existing Roof)
- U-J101SG-A-3.1 (Existing Section)
- U-J101SG-A-4.1 (Existing Front East Elevation)
- U-J101SG-A-4.1 (Existing Rear West Elevation)
- U-J101SG-A-4.3 (Existing Side North Elevation)
- U-J101SG-A-4.4 (Existing Side South Elevation)
- U-J101SG-A-5.1 (Existing Visualisation)
- U-J101SG-A-5.2 (Existing Visualisation)

Proposed Drawings received 23.02.2022:

- U-J101SG-A-6.1 (Proposed Block Plan)
- U-J101SG-A-6.2 (Proposed Ground Floor Plan)
- U-J101SG-A-6.3 (Proposed First Floor Plan)
- U-J101SG-A-6.4 (Proposed Second Floor Plan)
- U-J101SG-A-6.5 (Proposed Third Floor Plan)
- U-J101SG-A-7.1 (Proposed Section)
- U-J101SG-A-8.1 (Proposed Front East Elevation)
- U-J101SG-A-8.2 (Proposed Rear West Elevation)
- U-J101SG-A-8.3 (Proposed Side North Elevation)
- U-J101SG-A-8.4 (Proposed Side South Elevation)
- U-J101SG-A-9.1 (Proposed Visualisation)
- U-J101SG-A-9.2 (Proposed Visualisation)
- U-J101SG-A-9.3 (Proposed Visualisation)
- U-J101SG-A-9.4 (Proposed Visualisation)

Document(s):

- Planning Statement
- Transport Statement

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

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

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

- 3 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy D4 of the London Plan 2021.

- 4 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning

Authority prior to the occupation of the hereby approved development.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and policy G5 of the London Plan 2021.

5 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 the number and size of refuse and recycling containers proposed and 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).

6 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments and sub-division of amenity spaces, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

7 a) Before the development hereby permitted is first occupied, details of privacy screens to be installed shall be submitted to and approved in writing by the Local Planning Authority.

b) The screens shall be installed 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), the Residential Design Guidance SPD (adopted October 2016) and the Sustainable Design and Construction SPD (adopted October 2016).

8 No site works, including demolition or site clearance work, shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan, which shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractor's compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development.
- xi. Provision of a competent banksman.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policy SI 1 of the London Plan (2021).

9 Before the building hereby permitted is first occupied the proposed first and second floor windows to the side elevation facing No. 103 Sunny Gardens Road shall be

glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

10 a) Details of cycle parking, including the type of stands, gaps between stands, the storage building proposed including dimensions and proposed materials and means of secure access, in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards, shall be submitted to and approved in writing by the Local Authority

b) Thereafter, before the development hereby permitted is first occupied, cycle spaces shall be provided in accordance with those approved details and shall not be used for any purpose other than parking of bicycles in connection with the approved development. The proposed spaces shall be retained as such in perpetuity

Reason: To ensure the proposed has an acceptable impact on the character of the surrounding area and 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 DM01 and Policy DM17 of Development Management Policies (Adopted) September 2012.

11 a) Notwithstanding the arrangement as illustrated in approved plan U-J10SG-PP001 (Proposed Block Plan), a revised parking layout - increasing the depth of the private amenity space afforded to Unit 01 to a minimum of 3m whilst maintaining a minimum of 60sqm of communal amenity space to the rear - shall be submitted to and approved in writing by the Local Planning Authority

b) Prior to the first occupation of the development hereby approved, the revised parking and amenity space layout as approved in discharge of part a), together with the associated means of access from the public highway, shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

c) The car park and pedestrian path should be intergrated and designed as a shared surface.

Reason: To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policies D6 and T6 and of the London Plan 2021.

12 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which

achieve an improvement of not less than 6% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policy SI 2 of the London Plan (2021) and the 2016 Mayors Housing SPG.

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

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy SI 5 of the London Plan 2021 and the 2016 Mayors Housing SPG.

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

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (2016).

- 15 a) Prior to the first use of the proposed rear parking area, details of signage - including associated positioning and details to ensure that incoming traffic has priority - 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 that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policies T4 and T6 of the London Plan 2021.

- 16 The roof of the ground floor rear extension hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

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. 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.

We believe that your development is liable for CIL. The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. The London Borough of Barnet first adopted a CIL charge on 1st May 2013. A new Barnet CIL Charging Schedule applies from 1 April 2022 (<https://www.barnet.gov.uk/planning-and-building/planning/community-infrastructure-levy>) which applies a charge to all residential (including sui generis residential), hotel, retail and employment uses.

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.

OFFICER'S ASSESSMENT

1. Site Description

The application property is situated on a site located within the Hendon ward. It is rectangular in shape and contains a three storey building which accommodates 2no. x 2 bedroom flats and 1no. x 3 bedroom flat.

The front garden comprises a concrete parking area. To the rear of the building, the land increases in gradient, sloping upwards and contains a grassed area and an existing garage block. Access to the garages is via the driveway to the side of the building.

The site is not in a conservation area and does not contain a listed building. There are no protective trees on site by way of a Tree Protection Order (TPO).

It should be noted that Sunny Gardens Road is covered by a CPZ on event days in relation to Saracens Rugby Club in Mill Hill. The restricted times which prohibit parking on these match days without a resident permit, are between 1-6pm. Matches are usually alternatively one day during the weekend (during rugby season).

2. Site History

Reference 19/5070/FUL

Address: 101 Sunny Gardens Road, London, NW4 1SH

Decision: Approved Subject to Conditions

Decision Date: 21.02.2020

Description: Three storey side and rear extension. Extension to existing roof to facilitate rooms to roofspace. Conversion of existing 3no. self contained flats into 6no. self contained flats, including 3no. balconies to rear, with associated amenity space, cycle store, refuse and recycle store and off street parking.

Reference 18/1312/FUL

Address: 101 Sunny Gardens Road, London, NW4 1SH

Decision: Refused

Decision Date: 06.09.2018

Description: Demolition of existing buildings and construction of new three storey apartment block to provide 7 self-contained flats. Associated cycle storage, off street parking, refuse and recycling store (amended description)

Reasons for Refusal:

1. The proposed development, due to the scale and siting of the building, number of units and poor layout is a contrived use of the space which results in a site arrangement where access for the parking, bin store, amenity space and cycle store is through the vehicle accessway which is unsafe and detrimental to the living conditions of future occupiers. The proposal also results in a lack of outlook and privacy for the ground floor units. The proposal is therefore contrary to Policies CS NPPF, CS1 and CS5 of Barnet's Adopted Core Strategy (2012), Policy DM02 of the Adopted Development Management Policies DPD (2012), the Adopted Sustainable Design and Construction SPD (2016).
2. The proposed parking layout and arrangement due to a narrow access and is likely to lead to conditions detrimental to the free flow of traffic and highway and pedestrian safety, being contrary to policies CS9 of the Local plan core strategy (Adopted) 2012; and Policy DM17 of the Local Plan Development Policies (Adopted) 2012.

Reference H/01753/09

Address: 101 Sunny Gardens Road, London, NW4 1SH

Decision: Approved subject to conditions

Decision Date: Approved subject to conditions

Description: Alterations to elevations including new windows and internal alterations to create one extra bedroom to each flat at ground, first and second floor levels.

3. Proposal

The proposal seeks planning permission for the 'The addition of 4no self contained flats to existing block of 3no self contained flats into a total of 7no. self contained flats, following a 3 storey side and rear extension with alterations to existing roof and single storey rear extension. Associated parking, refuse and cycle store'.

To the side of the property, it is proposed to create an enclosed vehicle accessway at ground floor. At the upper floors, the building will extend over the access way up to the boundary with no. 95. At the boundary, the building would have a height of 10.2 metres (9.9 metres approved) with a maximum height of 11.1 metres to the centre of the roof (10.7m height approved). The existing building will remain at approximately 8.1m to the eaves and 8.85m to the top of the roof.

To the rear, it was approved to extend rearwards by 3 metres from the existing rear wall at ground, first and second floor level. Under the proposed scheme, the ground floor rear element of the extension will project by a further 2.3 metres (having a total of 3 metres deep beyond the neighbouring rear elevation of no. 103 Sunny Gardens Road). The extension will maintain a separation of approximately 3.85 metres from the boundary with no. 103 Sunny Gardens Road. The additional third floor will roughly maintain the existing rear building line and will be set-back from the front elevation by 1m.

The rear garden will be divided to provide private amenity space for Unit 1 on the ground floor immediately to the rear, together with communal amenity space at the rear of the site for the remaining flats. It should be noted that proposed balconies to the flats will accommodate further amenity spaces for individual flats.

The approved flats consisted of:

Flat 1 - 1no. storey flat (3no. bed, 4no. person) 82m²
Flat 2 - 1no. storey flat (1no. bed, 2no person) 50m²
Flat 3 - 1no. storey flat (2no.bed, 3no persons) 61m²
Flat 4 - 1no. storey flat (1no. bed, 2no. person) 50m²
Flat 5 - 1no. storey flat (2no. bed, 3no person) 63m²
Flat 6 - 1no. storey flat (3no.bed, 4no persons) 78m²

The proposed flats consist of:

Flat 1 - 1no. storey flat - ground floor (studio, 1no. person) 37m²
Flat 2 - 1no. storey flat - ground floor (1no. bed, 2no. persons) 50m²
Flat 3 - 1no. storey flat - first floor (1no. bed, 2no. persons) 51m²
Flat 4 - 1no. storey flat - first floor (2no. bed, 3no. persons) 64m²
Flat 5 - 1no. storey flat - second floor (1no. bed, 2no. persons) 52m²
Flat 6 - 1no. storey flat - second floor (2no. bed, 3no. persons) 66m²
Flat 7 - 1no. storey flat - third floor (3no. bed, 4no. persons) 75m²

The proposal also incorporates 4no. associated parking spaces - with 1no. being situated within the front forecourt area and 3no. to rear - together with associated cycle parking and refuse/recycling storage.

4. Public Consultation

Consultation letters were sent to 90no. neighbouring properties.
18no. responses have been received comprised of 18no. letters of objection.

The letters of objection can be summarised as follows;

- Overdevelopment of the site.
- Loss of light and view of open space from flat 2's living room and balcony.
- Overshadowing of no. 103 Sunny Gardens road due to the proposed rear extension.
- Proposal reduces gap between 95 and 101.
- Out of line with all the buildings in the row.
(Planning officer's comments: Discussed below.)
- Potential noise and rubbish put strain on the local amenities.
(Planning officer's comments: Noise from a further flat is not considered to be extensive and would not warrant a refusal.)
- The planning committee has approved an application for 'student houses' that mean parking does not have to be addressed, causing further parking stress.
(Planning officer's comments: The approval relates to self contained flats, with no specification for students only. Parking is discussed further in the Highways comments.)
- Rear extension is deeper than approved and is the width of the building.
- Encroachment on neighbouring driveway

- Highways and parking safety issues including strain on street parking and the road is very narrow.
(Planning officer's comments: Discussed in Highways comments below)
- Foundation issues.
- Proposal will be more difficult to rent/sell our properties during construction.
- Boundary wall of neighbouring property will need to be rebuilt to a high standard if affected.
- Pigeon infestation in roof, rat infestation and dangerous building complaint due to the unrepaired roof at proposal property. Pieces of wood falling out endangering tenants and other residents. The border fences around the property have collapsed. Issues reported to the Environmental Health Department and the Dangerous Buildings Department.
- (Planning officer's comments: These are not planning considerations)

Highways Department:

The application is acceptable on Highways grounds. A condition is to be added to ensure that entry and exit signs are adequate to allow for safety or users who need to gain access to parking.

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 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 new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and supersedes the previous Plan.

Relevant Policies: D3 (Optimising Site Capacity), D4 (Delivering Good Design), D6 (Housing Quality and Standards), D14 (Noise), G6 (Biodiversity and Access to Nature), G7 (Trees and Woodlands), H1 (Increasing House Supply), T4 (Assessing and Mitigating Transport Impacts), T5 (Cycling) and T6 (Car Parking).

Barnet's Local Plan (Reg 22)

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.

LB Barnet Local Plan 2012

Relevant Core Strategy Policies: CS NPPF, CS1 (Barnet's place shaping strategy), CS3 (Distribution of growth in meeting housing aspirations), CS4 (Providing quality homes and housing choice), CS5 (Protecting and enhancing Barnet's character) and CS9 (Providing safe/effective travel).

In particular, policy CS3 of the Core Strategy seeks to encourage higher densities in order to meet the housing targets for the Borough. The policy identifies areas of growth that are appropriate for regeneration and higher densities of development, noting that these areas are either town centres or are accessible by public transport. The policy further states that whilst higher density can be encouraged as a means of meeting housing targets, it should not drive development, rather it is a factor to be considered alongside the local context, design, transport accessibility and infrastructure.

Core strategy policy CS4 seeks to provide a range of sizes and types of accommodation, including homes for those who need larger dwellings including families, as well as homes for smaller households such as single key workers or older and vulnerable people.

Core strategy policy CS5 sets out the LPAs objective to promote a sense of place throughout the Borough by responding to locally distinctive characteristics and patterns of development. The policy text goes further to state that the Core Strategy aims to address strategic needs for family accommodation. The main source of supply to meet demand is largely provided by our suburban housing stock. We therefore need to protect such housing within established residential streets which, because of their rhythm and cohesiveness, contribute to local character.

Relevant Development Management Policies: DM01, DM02, DM08 and 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 DM08 advises that where appropriate, development will be expected to demonstrate compliance with the following national and London-wide standards supported by the guidance set out in the council's suite of Supplementary Planning Documents.

Policy DM08 seeks to both maintain and increase the supply of housing across the Borough. Subsection j (vi) & (vii) states that development proposals will be required to include hard and soft landscaping and that trees in particular contribute to biodiversity including the retention of existing wildlife habitat. Therefore, existing trees and their root systems should be adequately protected.

Policy DM17 states that the council will ensure that the safety of all road users is taken into account when considering proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users. The policy further states that a development of this scale would be expected to provide a maximum of 1.5 vehicle parking space per dwelling.

Residential Design Guidance SPD (2016)

Sets out information for applicants to help them design developments which would receive favourable consideration by the Local Planning Authority. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene. It states:

- Developments 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 it states that developments 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 the 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 (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 development for flats are acceptable;
- Whether harm would be caused to the character and appearance of the application site, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether the dwelling would provide a suitable standard of living for future occupants; and
- Whether harm would be caused to highway safety.

5.3 Assessment of proposals

Principle of development for flats:

The proposal relates to the addition of 4no. self contained flats to existing block of 3no self contained flats into a total of 7no. residential units, following a 3 storey side and rear extension with alterations to existing roof. Associated parking, refuse and cycle store.

The principle of residential flats at the site is established due to the existing use as 3no. self contained residential flats. Furthermore, the following planning approval under reference 19/5070/FUL dated 21 February 2020 further justifies this principle. The planning approval relates to a 'Three storey side and rear extension. Extension to existing roof to facilitate rooms to roofspace. Conversion of existing 3no. self contained flats into 6no. self contained flats, including 3no. balconies to rear, with associated amenity space, cycle store, refuse and recycle store and off street parking.'

Also, the National Planning Policy Framework (NPPF) encourages the provision of more housing and states that applications should be considered in the context of the presumption in favour of sustainable development. Local Planning Authorities should encourage the effective use of land by re-using land that has been previously developed provided that it is not of high environmental value.

Policy GG4 of The London Plan (2021) aims to deliver the homes Londoners need and to create a housing market that works better for all Londoners. Policy D3 of The London Plan promotes the optimisation of housing output within different types of location. The policy provides advice on optimising site capacity through the design-led approach.

The difference between the previous approval and the current scheme relates to an increase by a further flat and associated extension to the approved rear ground floor element as proposed. The resultant addition proposes four flats - leading to a total of seven flats at the site, following extensions to the property.

The established character of the vicinity consists of two and three storey residential buildings. Therefore, along with the planning history of the site and other similar plots and resultant planning approval, it is considered that the principle of the proposal is 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.

The Council recognises that flat developments can make an important contribution to housing provision, in particular smaller units 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.

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 houses in roads characterised by houses, this will not normally be appropriate.

Within Chapter 2 of the Core Strategy, the Council state the following: "The conversion of existing dwellings into flats can have a cumulative effect that damages the quality of the environment and detracts from the character of established residential areas. Conversions may be appropriate in certain types of property or street but can harm the character by changing the function of a neighbourhood through more activity which increases noise and disturbance and thus impacts on amenity. This intensification of use can often involve more people movements, increased car movements, more rubbish to be collected and more deliveries. Flat conversions must therefore be situated in appropriate locations characterised by housing that has already undergone significant conversions or redevelopment to small flatted accommodation. Conversions in roads characterised by unconverted houses will not normally be considered appropriate."

The existing property is already comprised of 3no. self-contained flats. The proposal now seeks to extend the building within an enlarged footprint to accommodate 7no self-contained flats. It is recognised that both the application property and a number of properties within the area are flatted developments. Specifically, it is recognised that properties numbers 117, 123, 127 and 129 Sunny Gardens have previously been converted into self-contained residential flats and therefore constitutes sufficient material consideration to support the proposed conversion. The neighbouring properties 95 and 103 Sunny Gardens Road are also occupied as flats - with no. 95 being another example of a purpose-built block. The conversion of the property is not considered therefore to directly conflict with the character of the area and the way in which it functions therefore, the use of the application site as self-contained flats would not be contrary to DM01 and is considered acceptable in principle.

Furthermore, as mentioned above, approval was recently granted for a similar development as proposed - with the changes to the approved scheme being mainly to additional flat; therefore, changing from the approved additional 3no. flats to 4no. flats, establishing its' principle.

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

Development proposals involving the redevelopment of sites are required to reflect the character of their street and the scale and proportion of surrounding houses. This is supported by Policy DM01 of Council's Development Management Policies which states that development should understand local characteristics and 'preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets'.

The London Plan (2021) also contains a number of relevant policies on character, design and landscaping matters. Policy D1 relates to advice on London's form, character and capacity for growth and defining an area's character to understand its capacity for growth. Assessments should consider the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth. The assessments could cover elements including housing types and tenure, urban form and structure, extent of frontages, building heights and density.

Also, policy D3 of the London Plan states that proposals should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character. The policy also advises that proposals should be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well, aiming for high sustainability standards.

The Council's SPD Residential Design Guidance (2016) states that extensions should normally be subordinate and respect the original building. The Council's guidance advises that new development should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing building.

The application site forms a transition between the larger flatted developments to the south - set on higher ground - and more traditional properties to the north.

As mentioned above, the current proposal is largely similar in form and scale to the approved scheme approved under reference 19/5070/FUL, but allowing for an additional flat - resulting in a total of 7no. flats.

The proposal does add another storey of development, as previously approved. However, the scheme had been sensitively designed following the previous pre-application engagement with the LPA to ensure the increased height and massing is closer to the boundaries with no. 95 and set back from both the street frontage and the boundary with No.103 - where the character becomes that of a two storey vernacular. This is considered to respond well to the neighbouring properties and street scene.

At ground floor level, a side extension is proposed along the north-western side elevation facing no. 95 Sunny Gardens Road. The extension is considered proportionate in size at a depth of 2.3m. The proposed flat roof would allow for a subordinate height. This element of the proposal is considered compliant with paragraph 14.22 of the Residential Design Guidance SPD (2016) which states that they should not look too bulky and prominent compared to the size of the main building and garden to which the extension relates. The addition is not considered to detract from the character and appearance of the proposal property and immediate vicinity and is therefore considered compliant in character and appearance terms.

The proposal of the three storey side and rear elements would comprise pitched roofs with angles that match the existing. The proposal would result in the replacement of existing fenestration to the front façade of the property and the creation of a new entrance which would be welcomed improvements to the visual aesthetic to the existing front façade.

As aforementioned, the property is a part of a transition from higher ground to the south. At this interval along the street, there is a variety of built form in size, mass and design and the proposal is not considered to conflict with the existing character of this section of Sunny Gardens Road.

Whilst the application suggests materials to be used in the construction of the development, it is considered that further assessment is required. The type and use of materials will be key to the success of the project, as such a condition will be attached requiring details of external materials to be submitted to and approved by the LPA prior to

development.

Subject to conditions, officers consider the proposal to have been sensitively designed to respect both surrounding typologies and topography and would result in a design and form that would be in accordance with the policy aims of DM01 of the Development Management Policies DPD.

Where harm would be caused to the amenity of neighbouring occupiers;

An important design issue is the positioning of homes, including their windows and balconies, which 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. Screening can reduce overlooking in these instances. Privacy can be safeguarded by achieving adequate window to window, or window to balcony distances between buildings - both existing and proposed.

The main amenity impacts to be assessed are to the adjacent properties to the north (no. 103) and the south (no. 95). Due to the topography of Sunny Gardens Road, no. 95 sits at a considerably higher level than the application site, whilst no.103 is at a lower level.

The proposed enclosed vehicle accessway at ground floor would be situated to the side of the building. At the upper floors, the building will extend over the access way up to the boundary with no. 95. At the boundary, the building would have a height of 10.2 metres (9.9 metres approved) with a maximum height of 11.1 metres to the centre of the roof (10.7m height approved).

The proposed ground floor rear element of the extension will project 3 metres beyond the neighbouring rear elevation of no. 103 Sunny Gardens Road). The extension will maintain a separation of approximately 3.85 metres from the boundary with no. 103 Sunny Gardens Road. The additional third floor will roughly maintain the existing rear building line and will be set-back from the front elevation by 1m.

With regard to no. 95 the proposal would protrude approximately 3 metres past the rear of the property, but set approximately 2.9 metres from the flank wall. The neighbouring property benefits from two windows to the side elevation at ground and first floor towards the front of the property which appear to be secondary windows serving bathrooms and two dormer windows facing towards the application site.

Given the separation and existing level differences between the application site and no. 95, the protrusion is not considered to result in any unacceptable harm to the amenity of neighbouring occupiers.

The proposed development would not incorporate any windows along the flank elevation to no. 95 which prevents any issues of overlooking. With regards to the proposed mass and height and potential impact on the existing flank fenestration of no. 95, given the windows at ground and first floor are secondary windows serving existing kitchens, officers are satisfied this would not result in any unacceptable harm.

Regarding the flank windows facing north to no. 103, the plans show that these are secondary windows serving bedrooms of the first and second floor flats. These rooms also benefit from further principal fenestration in the rear elevation. The proposed development would result in some degree of reduction in the existing outlook afforded to these windows.

However, officers do not consider the existing outlook afforded is excellent - currently overlooking the roof slope of the existing building - and the minor reduction of this would not be detrimental.

To the rear, it was approved to extend rearwards by 3 metres from the existing rear wall at ground, first and second floor level. Under the proposed scheme, the ground floor rear element of the extension will project by a further 2.3 metres (having a total of 3 metres deep beyond the neighbouring rear elevation of no. 103 Sunny Gardens Road). The extension will maintain a separation of approximately 3.85 metres from the boundary with no. 103 Sunny Gardens Road. The additional third floor will roughly maintain the existing rear building line and will be set-back from the front elevation by 1m.

The degree of separation is considered sufficient to mitigate any potential harm resulting from the development on neighbouring rear windows and is considered acceptable.

With regards to the southern flank elevation, no fenestration is proposed, therefore there would be no potential overlooking issues.

The proposal does incorporate balconies and a roof terrace to the rear. At first, second and third floors, with the balconies align directly with one another at first and second floors facing the flank elevation adjacent to no. 95 Sunny Gardens Road. The terrace at third floor is proposed on the roof of the second floor at full width.

Due to the proximity of the balconies and terraces to neighbouring residential gardens, the amenity areas must provide screening to the sides to mitigate any overlooking and privacy issue for neighbouring occupiers. The plans indicate 1.8 metres screening to the sides of each balcony and terrace, although specific details of the materials to be used have not been provided. Officers consider that provided screening is in place to the sides of each balcony and terrace the proposal would mitigate any potential residential harm. Details of the specific materials to be used for the screening will be conditioned to ensure that they are of sufficient obscurity prior to occupation of the development. This is consistent with the position agreed during formal pre-application engagement with regards to the previous approval.

The proposal will result in some level of increase in noise and associated comings and goings by virtue of the creation of three additional units. However, officers consider given the existing use of the site as flat development, the surrounding mixed character and the context of the previously approved scheme, this would not be to such an extent to warrant a refusal.

For the reason given above, it is not considered the proposal would result in any unacceptable levels of harm to the amenity of neighbouring occupiers in accordance with Policy DM01 of the Development Management Policies DPD.

Amenity of future occupiers;

Section 8.4 of Barnet's Local Plan SPD: Residential Design Guidance states: "in designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to outdoor amenity space that is not overlooked from the public realm and provides reasonable level of privacy". In addition to this, section 2.4 of the SPD for sustainable design and construction states that "the impact of development on the availability of daylight / sunlight and privacy to the occupants of existing buildings and

the occupants of new development is strongly influenced by design and contributes significantly to the quality of life. The amount of daylight available in buildings enhances people's quality of life and reduces energy use. The Mayor's Housing SPG standard 5.5.2 recommends that development should preferably have direct sunlight in living areas and kitchen dining spaces and all homes should provide for direct sunlight to enter at least one habitable room for part of the day. Overheating should be considered when designing for sunlight".

Also, table 2.4 of the Sustainable Design and Construction SPD (2016) advises that glazing to all habitable rooms should not normally be less than 20% of the internal floor area of the room. The Gross Internal Area of the seven self-contained units that would be created are as follows:

Flat 1 - 1no. storey flat - ground floor (studio, 1no. person) 37m²
Flat 2 - 1no. storey flat - ground floor (1no. bed, 2no. persons) 50m²
Flat 3 - 1no. storey flat - first floor (1no. bed, 2no. persons) 51m²
Flat 4 - 1no. storey flat - first floor (2no. bed, 3no. persons) 64m²
Flat 5 - 1no. storey flat - second floor (1no. bed, 2no. persons) 52m²
Flat 6 - 1no. storey flat - second floor (2no. bed, 3no. persons) 66m²
Flat 7 - 1no. storey flat - third floor (3no. bed, 4no. persons) 75m²

- 3 bedroom unit for 4 persons requires 74sqm
- 2 bedroom 3 person on one floor requires 61sqm.
- 1 bedroom unit 2 person requires 50sqm.
- Studio unit 1 person requires 37sqm.

The proposed dwellings meet and in some cases exceeds the minimum GIA requirements.

Lighting

Table 2.4 of the Sustainable Design and Construction SPD - 'Daylight, Privacy (minimum distance), Outlook and Light Pollution' highlights the need for development proposals to ensure that the availability of daylight/sunlight for new developments is adequate and contributes significantly to the quality of life of future occupiers.

Within the design principles section, the SPD highlights that all glazing to habitable rooms should normally not be less than 20% of the internal floor area of the room. Except for the glazing to the lower ground floor second bedroom closest to the front elevation of the property all other rooms are considered to meet the requirements of the Sustainable Design and Construction SPD.

Officers consider that the level of glazing used and outlook afforded from the proposed fenestration is sufficient and do not have any concerns regarding lighting for future occupiers.

Floor to Ceiling Height

Policy D6 (F)(8) of the London Plan (2021) states that a minimum floor to ceiling height of 2.5 metres is required for at least 75% of the gross internal area of a dwelling. The proposed dwelling meets and exceeds the requirement

Room stacking

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.

Officers share some minor concerns regarding the vertical stacking arrangement of the living space of Unit 2 and the bedrooms to the front of Unit 1. However, it is considered the layout of the proposed is the most appropriate in order to ensure each unit is well proportioned and functions well with appropriate circulation space. As such considering these constraints the stacking in this instance is acceptable in principle. Officers however will condition requirement of pre-completion sound certificates showing that the development meets Part E of the Building Regulations to be submitted to the local authority prior to occupation of the development.

Subject to the aforementioned condition, the layout and stacking is considered acceptable.

Amenity Space

Table 2.3 of Barnet's Sustainable Design SPD (Oct 2016) states that flats should have 5 m² of amenity space per habitable room. Habitable rooms exceeding 20 m² of floor space are counted as two. Using these standards each flat requires the following level of amenity space;

Flat 1 has the equivalent of 2no. habitable rooms and requires 10 m² of amenity space (no individual amenity space).

Flat 2 has 3 no. habitable rooms and requires 15 m² of amenity space (20m² provided).

Flat 3 has 3 no. habitable rooms and requires 15 m² of amenity space (no individual amenity space).

Flat 4 has 3 no. habitable rooms and requires 15 m² of amenity space (5m² provided).

Flat 5 has 3 no. habitable rooms and requires 15 m² of amenity space (no individual amenity space).

Flat 6 has 4 no. habitable rooms and requires 20 m² of amenity space (5m² provided).

Flat 7 has 5 no. habitable rooms and requires 20 m² of amenity space (25m² provided).

Furthermore, all flats benefit from a shared communal garden of 74m² to the rear.

Given the mix of both private and communal space proposed including, roof terrace and several balconies the proposed private and shared amenity space is considered an appropriate size and acceptable - subject to a condition for the privacy fencing surrounding the rear to enable the outlook and private amenity space to Unit 02 to be protected. A further condition will be attached providing details of boundary treatments to be used in order to ensure that there is sufficient privacy between the outdoor amenity spaces of the Unit 02 and the communal garden.

Highways

Policy DM17 of Barnet's Development Management Policies Document DPD (2012) states:

The council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum

standards will be 1.5 to 1 spaces per unit for flats (2 to 3 bedrooms); and 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).

2. Residential development may be acceptable:

i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity.

ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ.

A total of 4no. parking spaces are proposed, one to the front and three to the rear of the site. Public Transport Accessibility Level (PTAL) rating for the site is assessed as 0. Based on the PTAL rating for the site, provision of 7no spaces has been identified by the Local Highway Authority. Therefore, provision of 4no parking spaces on the site will result in a shortfall of 3no. parking spaces. This section of Sunny Gardens Road is within a controlled parking zone (CPZ) on Event Days only; apart from this there is no controlled parking.

Paragraph 18.8.5 of the Development Management Plan DPD (2012) states that 'Development proposals need to demonstrate through a parking survey that sufficient on-street capacity is available to justify limited or no site parking'

The applicant submitted a parking survey by Canerparo Associates with the previous application which carried out parking surveys on the 27th and 28th of November 2019. The parking survey indicated an average weekday stress of 78%. Highways officers have been consulted and assessed the information provided and consider that the survey indicate there is space for any potential parking overspill on the surrounding street.

Furthermore, discussions with the Highways department specified that a condition is to be added to ensure that entry and exit signs are adequate to allow for safety or users who need to gain access to parking at the rear of the site via the parking access.

As such the proposal is considered to comply with the requirements of Policy DM17 of the Development Management Policies DPD.

Refuse and Recycling

The applicant has indicated the refuse and recycling storage would be to the front of the property and there is no in principle objection to this. However, the applicant has not specifically stated the number or size of bins provided, nor specified the detail of materials for construction of the bin store. The plans indicate it would be a constructed mainly of brick and perhaps wood or steel front railings which would not be unacceptable. However, specific details of materials together with number and size of bins propose will be conditioned to be approved by the LPA prior to occupation of the development.

Cycle Parking

The proposal seeks the provision of 16 cycle spaces to the rear of the property, significantly over the requirement within the London Plan. The cycle storage appears as

though would be constructed of wood and metal, however again specific details of the materiality of the cycle storage have not been submitted and will be required by condition to be approved prior to occupation of the development.

Sustainability

In respect of carbon dioxide emission reduction, the scheme should be designed to achieve a minimum of 6% CO2 reduction over Part L of the 2013 building regulations. This level of reduction is to ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012) and Policy SI 2 of the London Plan 2021 and the 2016 Mayors Housing SPG.

In terms of water consumption, a condition would be attached to any permission to require each unit to receive water through a water meter, and be constructed with water saving and efficiency measures to ensure that prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter. This factor will encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy SI 5 of the London Plan 2021 and the Mayors Housing SPG.

The proposed development therefore could be conditioned to meet the necessary sustainability and efficiency requirements of the London Plan in the event of an approval.

5.4 Response to Public Consultation

All discussed within section 4 - Public Consultation and the main appraisal of this planning report.

6. Equality and Diversity Issues

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

7. Conclusion

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

