

traffic and in order to protect the amenities of the area in accordance with policies 6.13 of the London Plan (2011) and Policy DM17 of Barnet's Local Plan (Development Management Policies).

5. Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

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 DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

6. Before the development hereby permitted is brought into use or occupied the site shall be enclosed except at the permitted points of access in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

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 Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

7. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

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).

8. Development shall not begin until drainage works have been carried out in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the foul and/or surface water discharge from the site shall not be prejudicial to the existing sewerage system and the amenities of the area to comply with Policies 5.13 and 5.14 of the London Plan 2011.

9. A scheme of hard and soft landscaping, including details of existing trees to be retained, sections of the site showing drainage and soil levels and details of planting on the upper terraces, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

10. 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.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

11. 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 DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

12. Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason:

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

13. No development shall take place until a 'Demolition & Construction Method Statement' has been submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway

and ways to minimise pollution. Throughout the construction period the detailed measures contained within the approved Statement shall be strictly adhered to.

Reason:

In the interests of highway safety and good air quality in accordance with Policy DM17 and DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.21 of the London Plan (2011).

14. Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

15. Before development commences, a scheme of proposed air pollution mitigation measures shall be submitted to and approved by the Local Planning Authority. The approved mitigation scheme shall be implemented in its entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.3 of the London Plan 2011.

16. The property shall be used as self-contained units as shown on the hereby approved drawings under Class C3 (a) and no other purpose (including any other purpose in Class C3 or C4 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

17. Before the building hereby permitted is occupied the proposed windows on the side elevations of the building 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 Adopted Barnet Development Management Policies DPD (2012).

18. Before the development hereby permitted is occupied, the amenity areas shall be sub-divided as shown on the hereby approved drawings, implemented and retained as such on site 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 Adopted Barnet Development Management Policies DPD (2012).

19. Before this development is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and any other changes proposed in the levels of the site shall be

submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

INFORMATIVE(S):

1.
 - i) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.
 - ii) In this case, formal pre-application advice was sought on 14/05/2013 prior to submission of the application.
2. The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £36,365 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £140,265 payment under Barnet CIL.

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.

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

You 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 Community Infrastructure Levy 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: cil@barnet.gov.uk.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework:

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.

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published on 27 March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. The NPPF is a key part of reforms to make the planning system less complex and more accessible.

The London Plan is recognised in the NPPF as part of the development plan.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications, such as this proposal, which are considered to accord with the development plan.

The Mayor's London Plan July 2011:

- Policy 3.3 – Increasing Housing Supply
- Policy 3.4 – Optimising Housing Potential
- Policy 3.5 – Quality and Design of Housing Developments
- Policy 3.8 – Housing Choice
- Policy 3.9 – Mixed and Balanced Communities
- Policy 5.2 – Minimising carbon dioxide emissions
- Policy 5.3 – Sustainable design and construction
- Policy 7.1 – Building London's Neighbourhoods and Communities
- Policy 7.2 – An Inclusive Environment
- Policy 7.3 – Designing Out Crime
- Policy 7.4 – Local Character
- Policy 7.6 – Architecture
- Policy 7.14 – Improving air quality

The Mayor for London has introduced a Community Infrastructure Levy. This applied from 1 April 2012 to most developments in London where the application is determined by the Local Planning Authority. Within Barnet the levy will be charged at a rate of £35 per square metre of net additional floor space.

The Council has also introduced a Community Infrastructure Levy. This applies from 1 May 2013 to most residential and retail developments in the Borough where the application is determined by the Local Planning Authority. The levy will be charged at a rate of £135 per square metre of net additional floor space.

Core Strategy Policies 2012

- Policy CS 1 – Barnet's Place Shaping Strategy – The Three Strands Approach
- Policy CS 3 – Distribution of growth in meeting housing aspirations
- Policy CS 4 – Providing quality homes and housing choice in Barnet
- Policy CS 5 – Protecting and Enhancing Barnet's character to create high quality places
- Policy CS 6 – Promoting Barnet's town centres
- Policy CS 9 – Providing safe, effective and efficient travel
- Policy CS 15 – Delivering the Core Strategy

Development Management Policies 2012

- DM01 – Protecting Barnet's character and amenity
- DM02 – Development standards
- DM04 – Environmental considerations for development
- DM14 – New and existing employment space
- DM17 – Travel impact and parking standards

Local Supplementary Planning Documents (SPDs):

- Barnet SPD: Residential Design Guidance (2013)
- Barnet SPD: Sustainable Design and Construction (2013)
- Barnet SPD: Planning Obligations (2013)

Relevant Planning History: None relevant

Consultations and Views Expressed:

Neighbours Consulted: 124
Replies: 5
Neighbours Wishing To Speak: 1

The objections and responses raised may be summarised as follows:

- The proposed design would have a detrimental impact on the character and appearance of the property and surrounding area
- The scale of the proposal would not reflect the scale of properties in the street
- Concern that the proposal would impact adversely on the amenity of adjoining neighbouring properties through overlooking, loss of light and loss of privacy
- The proposal would result in increased traffic in an already congested area
- The proposal would put strain on services in the local area due to the increased number of residents
- The building should be no higher than the existing building and should be set back from the front of the road like other properties
- The proposed building and balconies would overlook

Date of Site Notice: 27 June 2013

2. PLANNING APPRAISAL

Site Description and Surroundings:

The site contains a detached commercial unit in a residential street, outside of any of the Borough's conservation areas. The existing single storey pitched roof building features hard standing for parking on the front of the site. The building features a pitched roof and measures approximately 24 metres wide, 30.4 metres deep and 5.7 metres tall. The property adjoins residential dwellings on its side boundaries and is currently used for storage.

Proposal:

The application seeks consent for the demolition of the existing single storey property and the erection of a three storey property featuring 9 flats. The proposed property would feature 4 storeys, including a lower ground floor. The property would provide 11 car parking spaces and 18 bicycle store in the lower ground floor. The property would consist of 5 X 3 bedroom flats and 4 X 2 bedroom flats.

The proposed property would be set back from the frontage of the street by approximately 6 metres and the northern and southern side boundaries of the site by approximately 1 metre at ground floor level. The property would measure approximately 21.2 metres wide, 25 metres deep and 10.4 metres tall when measured from the ground floor level.

The property would feature access to the rear of the site through side access gates and would feature a shared communal amenity area on its rear. In addition to this, flats 6, 8 and 9 on the first and second floor of the property would have access to

private amenity space on balconies and flat 4 on the ground floor of the property would have access to its own private amenity space. The balconies would feature plant boxes and two metre tall timber trellis screens.

Replacement side boundary walls will be established at the same 3.6 metre height as the existing walls.

The materials to be used in the construction of the property would include off white painted smooth render, aluminium windows, dark grey zinc roofing, dark grey zinc cladding and stained timber cladding.

The site would be accessed for pedestrians through steps or a platform lift on the front of the property or through the internal staircase and lift through the lower ground floor level. Access for vehicles would be through a ramp on the front of the site.

Planning Considerations:

The main issue in this case are considered to be covered under the following areas:

- The principle of the proposed development and the impact on the character and appearance of the site and surrounding area
- The impact on the amenity of neighbouring and future residents;
- Whether the proposal would provide a sufficient parking allocation
- Financial Planning Obligations arising from the development

The principle of the proposed development and the impact on the character and appearance of the site and surrounding area

The application site is located on previously developed land and forms windfall residential development. The government is committed to maximising the re-use of previously developed land and the council has not indicated that there is a state of oversupply of residential dwellings.

The council's core strategy states that "all employment spaces will be protected where viable to enhance Barnet's local economy and support enterprise potential. Employment spaces are defined as Class B1, B2 and B8 under the Use Classes Order. Effective marketing is where a site has been continuously actively marketed both for sale and rent for a period of 12 months at an appropriate price which can be agreed in advance with the council (at pre-application if appropriate) for re-use or redevelopment for employment use and no interest has been expressed. Once this can be satisfied then partial loss for residential and employment use may be permitted".

In this instance, considering the site has been split from the front of the site fronting onto Golders Green Road where commercial developments are considered to be more appropriate and thus leaving the rear part of the site fronting onto The Grove which is more residential in nature, it is not considered that this part of the site should be subject to the same marketing details as if it were still connected to the front. It is considered that it should be assessed independently, and consideration given to whether employment use on the rear sections is acceptable in principle or whether a residential use would be more appropriate. It is also considered that given

that the rest of The Grove is residential, this section of the site can be converted into habitable accommodation without requiring the usual marketing details to be submitted and that this is an unusual situation which is not considered to set a precedent for other proposals concerning loss of an office.

Based on these consideration it is not considered that, despite the requirement is policy DM14, the loss of this part of the site as B1 use would harm the Borough's ability to provide high quality employment land or cause any major conflict with council policies. There are therefore no objections on these grounds and a residential use is considered to be acceptable.

In terms of the impact of the proposal on the character and appearance of the surrounding area, policy CS5 states that the Council 'will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design'. Policy DM01 requires that development proposals should be based on an understanding of local characteristics. This policy also states that the loss of houses in roads characterised by houses will not normally be appropriate. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and that development makes a positive contribution to the borough. The development standards set out in Policy DM02: Development Standards are regarded as key for Barnet to deliver the highest standards of urban design. Furthermore, the Residential Design Guidance SPD advises that the design and layout of new development should be informed by the local pattern of development. The continuity of building lines, forecourt depths, road layout, space about the building and rear garden areas are all significant factors when redeveloping sites within existing residential areas.

The proposed building would be sited to appropriately reflect the building line within the street and would also reflect the ridge heights of adjoining properties. The proposed property is of a more modern design than the adjoining neighbouring properties but given that the design of the existing building on the site does not positively contribute to the residential character of the surrounding area, it is not considered the design of the proposed building would be detrimental to the character and appearance of the street. Whilst modern, it reflects the proportions and articulation of surrounding development. The front gables and the shape of the roof are similar to surrounding houses.

Subject to a condition requiring materials to be submitted and agreed by the Local Planning Authority prior to the commencement of development the proposal is considered to sufficiently maintain the character and appearance of the property and surrounding area.

The impact on the amenity of neighbouring and future residents

Policy DM01 of the Development Management Policies 2012 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. This is elaborated on by the Sustainable Construction and Design SPD (2013) which states that the privacy of existing and future development should be protected and gardens and windows to habitable rooms should not be significantly overlooked. Furthermore the Residential Design Guidance SPD

(2013) advises that 'Privacy is an important design issue and all residents should feel at ease within their home. Design can create privacy in a number of ways, including the careful positioning of buildings in relation to one another, internal layouts (positioning of windows and rooms requiring more privacy) and through screening and landscaping.'

In terms of the impact on the neighbouring properties access to light and whether there would be an overbearing impact on the amenity of neighbouring residents, it is acknowledged that the proposal would result in a more substantial building on the site with an increased height and mass. The property would be located to the north - west of 2 The Grove, south - east of 2A the Grove and north - east of 177 - 179 Golders Green Road. However, the proposal would result in a distance of approximately 2 metres between the proposed building and neighbouring property at 2 The Grove, a 1.6 metre space between the application property and 2B the Grove and 11.4 metres to the rear of 177 - 179 Golders Green Road. The property would also be set away from the sides of the property on its rear, effectively forming a 'T' shape and would retain the height of existing boundary treatments at 3.6 metres. This, when considered alongside the fact that the proposal would be similar in height to the adjoining is considered to ensure that the proposal would not have an overbearing impact on adjoining properties to an extent that would warrant the refusal of the application on these grounds.

Turning to the impact of the proposal on the privacy and outlook of adjoining and future residents, it is considered that the council's Residential Design Guidance SPD states that "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. Screening can reduce overlooking in these instances... *in new residential development there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden*".

As stated above, the existing ground floor boundary treatments would remain the same height as exists and all windows in the side elevations of the property would be obscure glazed. Screening in the form of fencing and planting would also be provided to ensure that the balconies for flats 6, 8 and 9 on the first and second floor of the property and the amenity space for flat 4 on the ground floor of the property do not result in overlooking and retain privacy. In addition to this, a distance of approximately 24.4 metres between the first floor rear windows on the proposed property and the fenestration on the rear of 177-179 Golders Green Road would also be established. Based on these considerations, the proposal is not considered to impact adversely on the privacy, access to light or have an overbearing impact on any neighbouring and future occupiers to an extent that would warrant the refusal of the application on these grounds.

With regard to whether the proposal would provide sufficient amenity space, policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and that development makes a positive contribution to the borough. In addition to this, the council's Residential Design Guidance SPD states that 5 m² of amenity space should be provided per habitable room. In this instance a shared communal amenity area would be provided on the rear of the site. In addition to this, flats 6, 8 and 9 on the first and second floor of the

property would have access to private amenity space on balconies and flat 4 on the ground floor of the property would have access to its own private amenity space. Given that the proposal would result in the creation of 23 bedrooms, 115m² of amenity space should be provided. 115m² of amenity space has been provided and the proposal is considered to meet the required quality and area of required amenity space to comply with the council's standards for amenity space.

In terms of the minimum space standards for new development, this is laid out in table 3.3 of the London Plan 2011. The requirements for houses is set out below:

2 bedroom 3 person flats: 61m²
2 bedroom 4 person flats: 70m²
3 bedroom 4 person flats: 74m²
3 bedroom 5 person flats: 86m²
3 bedroom 6 person flats: 95m²

The proposal would consist of 5 X 3 bedroom flats and 4 X 2 bedroom flats and in this instance each unit complies with the minimum space standards.

Turning to the impact of air quality and contamination, the council's scientific services officer has stated that in the event of approval conditions should be attached requiring full details of these to be submitted and agreed prior to the commencement of development.

Whether the proposal would provide a sufficient parking allocation

The proposal would provide access to 11 car parking spaces and 18 cycle parking spaces through a ramp that would be located on the front of the site. Development Management policy DM17 states that 1 to less than 1 car parking space should be provided per unit for a development consisting mainly of flats. The proposed parking space is therefore considered appropriate.

Financial Planning Obligations arising from the development

The Mayor for London has introduced a Community Infrastructure Levy. This applied from 1 April 2012 to most developments in London where the application is determined by the Local Planning Authority. Within Barnet the levy will be charged at a rate of £35 per square metre of net additional floor space. In this instance as the proposal would result in the creation of a gross internal floorspace of 1,039 metres and the Mayoral CIL contribution will therefore be £36,365.

The Council has also introduced a Community Infrastructure Levy. This applies from 1 May 2013 to most residential and retail developments in the Borough where the application is determined by the Local Planning Authority. The levy will be charged at a rate of £135 per square metre of net additional floor space. In this instance as the proposal would result in the creation of a gross internal floorspace of 1,039 metres and the Barnet CIL contribution will therefore be £140,265.

3. COMMENTS ON GROUNDS OF OBJECTIONS

Planning matters are considered above.

4. EQUALITIES AND DIVERSITY ISSUES

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

5. CONCLUSION

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the principle of the proposed residential development is considered acceptable and the proposal would sufficiently maintain the character and appearance of the application site and surrounding area. The proposal would also sufficiently maintain the amenity of neighbouring and future residents and would provide a sufficient parking allocation. This application is therefore recommended for **APPROVAL**.

SITE LOCATION PLAN: 2B The Grove, London, NW11 9SH

REFERENCE: F/02305/13



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