

LOCATION: 931 High Road, North Finchley, London, N12 8QR

REFERENCE: F/02217/13 **Received:** 03 June 2013

Accepted: 07 June 2013

WARD: Woodhouse **Expiry:** 06 September 2013

APPLICANT: Berkeley Homes (Three Valleys) Limited

PROPOSAL: Demolition of existing buildings on the site and the construction of new buildings between three and five storeys in height, to provide 84 self contained flats and 11 houses (all Use Class C3), together with associated access, parking facilities, private amenity space, communal amenity space and landscaping.

APPLICATION SUMMARY

Full planning permission is sought by Berkeley Homes (Three Valleys) Limited for the demolition of the existing buildings on the former Metropolitan Police depot site at 931 High Road, North Finchley and the redevelopment of the site to provide new residential dwellings and a range of associated infrastructure. The development proposed would comprise the following key elements:

- 11 new houses (Use Class C3) each with their own private rear garden and accommodation provided over four levels.
- 84 new self contained flats (Use Class C3), each with their own private balcony, terrace or winter garden. These would be provided in two buildings having between five (four storeys and a level of additional accommodation in the roof) and three levels of accommodation.
- A total of 114 off- street car parking spaces.
- 4 new communal gardens with a collective area of approximately 1055m² in size.
- The provision of 12 of the proposed new dwellings as shared ownership affordable housing units.
- The provision of 6 affordable rented affordable housing units at 1230 High Road, Whetstone.

The existing buildings on the site are no longer required by the Metropolitan Police. Their replacement with new residential development of the nature proposed, that provides a high quality design approach which relates acceptably to it's neighbouring properties and is in keeping with the character of the area, does not cause any unacceptable harm to the amenities of the occupiers of neighbouring properties and would provide its future occupiers with a good standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this.

The design and layout of the development has been influenced significantly by the need to create a scheme that relates acceptably to the character of the wider area and which provides a suitable residential environment, while not impacting unacceptably on the amenities of neighbouring occupiers. Examples of how these constraints have shaped the design approach include the reduction in the height, bulk and mass of the development proposed away from the High Road, the positioning houses with private rear gardens and an area of open space on the western most part of the site where Highwood

Avenue and Limes Avenue meet (and removing the vehicular access previously proposed in this location) and the use of winter gardens for the flats fronting directly onto the High Road. Such a design approach also helps the development to fit in with its context, as it enables the scheme to respond to the different characters found on this part of the High Road and the suburban residential streets to the west and south of the site. It is considered that the quality traditional approach proposed for the detailed design and appearance of the buildings sought assists further in this regard. More generally the proposal includes a number of measures to achieve a good standard in respect of sustainable design and construction, with the new dwellings all meeting Code for Sustainable Homes Level 4.

The scheme provides an appropriate level of car parking on site for the number and type of dwellings proposed (114 spaces for 95 units), which reflects the location of the site in an area with a Public Transport Accessibility Level of 2. All vehicular access to and from the site would be from a single point on the High Road. The scheme has been designed to provide appropriate and safe access for all users and would not be expected to result in any significant adverse impacts to the local road network (including when the transport impacts of other committed developments in the surrounding area are taken into account).

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces (including new areas of lawn and shrub planting), provides an appropriate setting for the buildings proposed and includes the planting of 61 new trees. The development would result in the removal of a total of 23 trees from the site, of which 4 are covered by a Tree Preservation Order. However it is considered that the replacement planting proposed provides adequate mitigation for this. No trees outside the application site are proposed for removal as part of the works. The means of enclosure and landscaping proposed would assist in creating a design that is not detrimental to the security of the occupiers of neighbouring properties and the Metropolitan Police have not raised any objections to the proposals in this regard.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal. The development would also be liable for a charge under both the Mayoral and Barnet Community Infrastructure Levy regimes.

The current scheme is considered to have overcome the reasons for which the Planning and Environment Committee refused the previous application (reference F/00241/08) which it considered for this site (in 2009). The application is found to propose a positive development that would comply with the relevant policies in the development plan and provide high quality new residential accommodation. The proposal is considered to be acceptable and is recommended for approval subject to conditions, following the completion of a Section 106 Agreement in accordance with the heads of terms attached to this report.

RECOMMENDATION - APPROVE THE APPLICATION SUBJECT TO:

Recommendation 1

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

- (a) Legal Professional Costs Recovery
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.
- (b) Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.
- (c) Affordable Housing – On Site
The provision within the development of 12 Intermediate (Shared Ownership) affordable housing units comprising:

12 x two bedroom four person flats
- (d) Affordable Housing – Off Site
The provision of 6 Affordable Rented affordable housing units at 1230 High Road, Whetstone, N20 comprising:

5 x two bedroom three person flats
1 x two bedroom four person flat
- (e) Amendment to Local Traffic Order
Amendment to the existing Traffic Management Order to prevent future occupiers of the dwellings within the proposed development from applying for or being issued with permits for the North Finchley Controlled Parking Zone and a contribution of **£2000** index linked to cover the cost of making this amendment to the Traffic Management Order.
- (f) Realignment of footway on Limes Avenue and Highwood Avenue
Not to occupy the proposed dwellings until the realignment of the public footway on Limes Avenue and Highwood Avenue shown in the application drawings (and any associated works) have been completed in accordance with details that have previously been submitted to the Local Planning Authority and approved in writing.
- (g) Enhancement to local bus stop facilities
A contribution of **£15000** index linked towards the improvement of bus stop facilities within 1.5km of the application site.
- (h) Travel Plan
The applicant shall enter into a Travel Plan that seeks to reduce reliance on the use of the private car, promotes sustainable means of transport and appoint an appropriately qualified Travel Plan Champion.

- (i) Travel Plan Monitoring
A contribution of **£5000** index linked towards the monitoring of the Travel Plan for the development.
- (j) Town Centre and Public Realm Enhancements
A contribution of **£10000** index linked towards the provision of enhancements and improvements to North Finchley Town Centre and the wider public realm within 1.5km of the application site.
- (k) Employment and Training
The delivery of not less than three apprenticeships connected with the construction and operational phases of the development for residents of Barnet. Of the three apprenticeships, two must be at not less than a Level 2 or 3 (as defined in the National Apprenticeship Service Framework or any subsequent scheme which replaces this) and one must be at not less than a Level 4 (as defined in the National Apprenticeship Service Framework any subsequent scheme which replaces this) or an appropriate equivalent graduate scheme.
- (l) Monitoring of the Section 106 Agreement
A contribution of **£1530** index linked towards the monitoring and management of the S106 planning obligations.

Recommendation 2:

That upon completion of the agreement specified in Recommendation 1, the Acting Assistant Director of Planning and Development Management approve the planning application reference F/02217/13 under delegated powers and grant planning permission subject to the following conditions and any changes to the wording of the conditions considered necessary by the Acting Assistant Director for Planning and Development Management:

COMMENCEMENT

1. This development must be commenced within three years from the date of this permission.

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

PLANS OF THE DEVELOPEMNT

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

2579.100 (Revision P); 2579.101 (Revision P3); 2579.102 (Revision P5); 2579.103 (Revision P6); 2579.104 (Revision P6); 2579.105 (Revision P6); 2579.106 (Revision P5); 2579.107 (Revision P5); 2579.108 (Revision P5); 2579.115 (Revision P5); 2579.116 (Revision P5); 2579.117 (Revision P5); 2579.118 (Revision P5); 2579.119 (Revision P5); 2579.120 (Revision P5); 2579.121 (Revision P5);

2579.122 (Revision P6); 2579.123 (Revision P3); and 2579.124 (Revision P3); 2579.138 (Revision P5)

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 application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

MATERIALS

3. Notwithstanding the details shown on the plans otherwise hereby approved the development hereby permitted shall not commence (other than for Groundworks and Site Preparation Works) unless and until details and appropriately sized samples of the materials to be used for all the external surfaces of the proposed buildings and the new hard surfaced areas at the site shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details and samples as so approved before the dwellings approved are first occupied.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the development is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

SITE LEVELS

4. Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence unless and until details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with such details as so approved before the dwellings approved are occupied.

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 amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

MEASURES TO ENSURE PRIVACY

5. Notwithstanding the details shown in the plans submitted and otherwise hereby approved none of the buildings hereby granted consent shall be occupied unless and until plans and other appropriate details are submitted to the Local Planning Authority and approved in writing which specify all windows in the proposed buildings that are to be permanently glazed with obscured glass and fixed shut or provided with only a fanlight opening and

the manner and design in which these windows are to be implemented. Before the buildings hereby approved are occupied the development shall be implemented in full accordance with the details and specifications approved under this condition and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of occupiers of neighbouring residential properties and the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

6. Notwithstanding the details shown in the plans submitted and otherwise hereby approved none of the buildings hereby granted consent shall be occupied unless and until plans and other appropriate details are submitted to the Local Planning Authority and approved in writing which specify the size, design, materials and location of all privacy screens to be fixed to the proposed buildings. Before the buildings hereby approved are occupied the development shall be implemented in full accordance with the details and specifications approved under this condition and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of occupiers of neighbouring residential properties and the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

7. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order), the insertion of windows, rooflights and external doors in the buildings hereby approved, other than those shown in the approved plans, shall not be undertaken without the prior receipt of express specific planning permission in writing from the Local Planning Authority.

Reason:

To safeguard the privacy and amenities of occupiers of neighbouring residential properties and the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

REFUSE AND RECYCLING

8. Notwithstanding the details submitted with the application and otherwise hereby approved, before the development hereby permitted is brought into use or occupied details of the:
- i. enclosures, screened facilities and/or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
 - ii. satisfactory points of collection; and
 - iii. details of the refuse and recycling collection arrangements
- shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and the refuse and recycling facilities provided in full accordance with the details approved

under this condition before the development is occupied and the development shall be managed in accordance with the approved details once occupation of the site has commenced.

Reason:

To ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

ACCESSIBILITY

9. Before the development hereby permitted commences (other than for Groundworks and Site Preparation Works) details setting out how each of the 95 new residential dwellings (use class C3) within the development will be constructed to meet and achieve the relevant criteria of the 'Lifetime Homes' standard (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme) shall be submitted to and approved in writing by the Local Planning Authority. The details provided shall include sufficient information to fully demonstrate how each of the new dwellings will be constructed to achieve the 'Lifetime Homes' standard. The development shall be implemented in full accordance with the details as approved prior to the occupation of the development.

Reason:

To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan 2011 and policy DM02 of the Barnet Local Plan.

10. Before the development hereby permitted commences (other than for Groundworks and Site Preparation Works) details of the location within the development and specification of the 10 dwellings to be constructed to be either wheelchair accessible or easily adaptable for residents who are wheelchair users shall be submitted to and approved in writing by the Local Planning Authority. The specification provided for the 10 dwellings shall include sufficient particulars to demonstrate how they will be constructed to be either wheelchair accessible or easily adaptable for residents who are wheelchair users. The development shall be implemented in full accordance with the details as approved prior to the occupation of the development.

Reason:

To ensure that the development is accessible for all members of the community and to comply with policies 3.8 and 7.2 of the London Plan 2011 and policy DM02 of the Barnet Local Plan.

SUSTAINABILITY

11. The 95 residential units (use class C3) in the development hereby permitted shall all be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes (or the equivalent standard in such measure of sustainability for house design which may replace that scheme). No dwelling shall be occupied until formal certification has been issued confirming that not less than a Code Level 4 has been achieved for the residential unit concerned and this certification has been submitted to the Local Planning Authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan.

NO TELECOMUNICATIONS EQUIPMENT

12. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

- The installation of any structures or apparatus for purposes relating to telecommunications on any part the roof of the buildings hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

Reason:

To ensure that the development does not impact adversely on the townscape and character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with policies CS5 and DM01 Barnet Local Plan.

CONTAMINATED LAND

13. Part 1

Before development commences other than for investigative work:

- a) Further intrusive ground investigation and laboratory testing shall be carried out as recommended in the Geotechnical Desk Study (dated 1st March 2013 and prepared by Ramboll) submitted with the application.

The ground investigation and analysis carried out must be comprehensive enough to enable:-

- A contaminated land risk assessment to be undertaken.
- Appropriate refinement of the Conceptual Model.
- The development of a Method Statement which details appropriate contaminated land remediation requirements.

The risk assessment and refined Conceptual Model prepared following the intrusive ground investigation and laboratory testing shall be submitted, along with a suitable site investigation report, to the Local Planning Authority and approved in writing prior to the commencement of the development (other than for investigative work).

- b) If the risk assessment and refined Conceptual Model submitted and approved under part a) of this condition indicate any risk of harm from land contamination, a Contaminated Land Method Statement detailing the necessary remediation requirements, using the information obtained from

the site investigation, and details of the post remedial monitoring to be carried out shall be submitted to and approved in writing by the Local Planning Authority prior to that remediation being carried out on site and prior to the commencement of the development.

Part 2

Where remediation of land contamination on the site is required completion of the remediation detailed in the Contaminated Land Method Statement approved under Part 1 of this condition shall be carried out in full and a report that provides verification that the required works have been carried out in full, shall be submitted to and approved in writing by the Local Planning Authority before the development is first occupied or brought into use.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

BIODIVERSITY

14. Prior to the commencement of the development (other than for Groundworks and Site Preparation Works) details comprising a scheme of measures to enhance and promote biodiversity at the site as redeveloped shall be submitted the Local Planning Authority and approved in writing. The scheme submitted shall include (but not be limited to) details of biodiversity enhancement measures related specifically to bats and birds. The approved scheme of measures shall be implemented in full in accordance with the approved details before the first occupation of the development.

Reason:

To ensure that the development represents high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policies 5.11 and 7.19 of the London Plan.

15. Prior to the commencement of the development or the carrying out of any site clearance works, details comprising a scheme of measures to be put in place to ensure that the clearance of the site and construction of the development hereby approved does not harm or result in the disturbance of breeding birds shall be submitted the Local Planning Authority and approved in writing. The site clearance works and construction of the approved development shall be carried out in full accordance with the approved scheme of measures.

Reason:

To ensure that the development meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy 7.19 of the London Plan.

WATER AND DRAINAGE

16. The development hereby permitted shall not commence unless and until a Drainage Strategy detailing all on and off site drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban

Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning. No foul, surface or ground water shall be discharged from the development hereby approved into the public sewer system until the drainage works and Sustainable Urban Drainage System features identified in the approved Drainage Strategy have been implemented in their entirety.

Reason:

To ensure that the development provides appropriate drainage infrastructure and to comply with policy CS13 of the Barnet Local Plan and policies 5.13 and 5.14 of the London Plan.

17. The dwellings hereby approved shall have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

18. The only toilets to be installed in the development hereby approved shall be dual flush (6 to 4 litres) toilets and all taps fitted in the development shall be spray or flow restricted taps.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

19. Before the development hereby permitted is first occupied details of the water efficiency measures to be installed in the scheme to ensure that it achieves a water usage standard of not more than 105 litres per head per day shall be submitted to and approved in writing by the Local Planning Authority. The details provided shall include sufficient particulars to demonstrate how the water usage standard of not more than 105 litres per head per day shall be achieved. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the development.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

20. No impact piling shall take place in connection with the works approved under this application until a Piling Method Statement detailing all types of piling to be undertaken as part of implementation of the development and the methodology by which such piling will be carried out, including the measures to be used to prevent damage to subsurface sewerage infrastructure and the programme for the works, has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. Any piling carried out in connection with the works approved under this application must be undertaken in full accordance with the Piling Method Statement approved under this condition.

Reason:

To protect underground sewerage utility infrastructure in close proximity to the application site from piling work associated with the development proposed and to comply with policy 5.14 of the London Plan.

NOISE AND AIR QUALITY MANAGEMENT AND MITIGATION

21. No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

22. Prior to the commencement of the development hereby permitted (other than for Groundworks and Site Preparation Works) a Scheme of Air Pollution Mitigation Measures to be provided in the development to protect the amenities of future occupiers shall have been submitted to the Local Planning Authority and approved in writing. The approved Scheme of Air Pollution Mitigation Measures shall be implemented in its entirety before the first occupation of the development.

Reason:

To ensure that the amenities of future occupiers are protected in accordance with policy DM04 of the Barnet Local Plan and policy 5.3 of the London Plan.

23. Prior to the first occupation of the development hereby permitted a scheme detailing the servicing and maintenance regime to be in place for the air pollution mitigation measures installed in the development (as part of condition 22) shall have been submitted to the Local Planning Authority and approved in writing. The air quality mitigation measures in the development shall be serviced and maintained in full accordance with the approved details in perpetuity.

Reason:

To ensure that the amenities of future occupiers are protected in accordance with policy DM04 of the Barnet Local Plan and policy 5.3 of the London Plan.

24. Prior to the commencement of the development (other than for Groundworks and Site Preparation Works) a full scheme of the measures to be incorporated in the development to mitigate the impact of noise from road traffic and any other relevant sources of noise on the occupiers of the development shall be submitted to the Local Planning Authority and approved in writing. The scheme of measures submitted shall ensure that the levels of noise as measured within habitable rooms of the new dwellings hereby approved shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am and the submission made shall include sufficient details and information to adequately demonstrate how these standards would be met. The development shall be implemented in full accordance with the approved scheme of noise mitigation measures in its entirety before the first occupation of the development.

Reason:

To ensure that the amenities of the occupiers of the development are not prejudiced by noise and to accord with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

25. Prior to the first occupation of the development hereby permitted details of all acoustic walls, fencing and other barriers to be erected on the site shall have been submitted to the Local Planning Authority and approved in writing. Prior to the first occupation of the development the acoustic walls, fencing and other barriers shown in the approved details shall be erected and installed in their entirety and be maintained as such in perpetuity thereafter.

Reason:

To ensure that the amenities of the occupiers of the development are not prejudiced by noise and to accord with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

26. Before the development hereby permitted commences (other than for Groundworks and Site Preparation Works), a report shall be carried out by a competent acoustic consultant, submitted to the Local Planning Authority and approved in writing which clearly sets out and assesses the likely noise impacts from all the ventilation and extraction plant to be installed as part of the development and the mitigation measures proposed to be used to reduce the noise impacts arising from the ventilation and extraction plant to be installed to acceptable levels. The report submitted shall include all calculations and baseline data and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The mitigation measures proposed to reduce the noise impacts arising from the ventilation and extraction plant set out in the report approved under this condition shall be implemented in their entirety before the development is occupied.

Reason:

To ensure that the amenities of neighbouring properties are protected from noise from the development in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

27. Before the development hereby permitted commences (other than for Groundworks and Site Preparation Works) on site details of all extraction and ventilation equipment to be installed in the development shall be submitted to and approved in writing by the Local Planning Authority. Extraction and ventilation equipment shall be installed at the site in full accordance with the details approved under this condition before the first occupation of the site.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

28. The level of noise emitted from the plant installed as part of the development hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property. If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

REMOVAL OF PERMITTED DEVELOPMENT RIGHTS TO EXTEND

29. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any order revoking and re-enacting that Order) the buildings hereby permitted shall not be extended in any manner whatsoever without the prior receipt of express specific planning permission in writing from the Local Planning Authority.

Reason:

To ensure that the development does not prejudice the character of the locality, the amenities of future occupiers of the dwellings proposed and the enjoyment by neighbouring occupiers of their properties in accordance with policies CS5, DM01 and DM02 of the Barnet Local Plan.

DETAILS OF ARCHITECTURAL FEATURES

30. Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence (other than for Groundworks and Site Preparation Works) unless and until details (necessary details specified in brackets) of the following features and elements of the works have been submitted to the Local Planning Authority and approved in writing:
- Brick bonding (annotated plans at a scale of not less than 1:10).
 - Roof ridge and hip tiles (annotated plans at a scale of not less than 1:10).
 - External windows, winter gardens and doors (annotated plans at a scale of not less than 1:10).
 - Dormer windows and rooflights (annotated plans at a scale of not less than 1:10)
 - Balustrading to balconies (annotated plans at a scale of not less than 1:10).
 - Chimney stacks (annotated plans at a scale of not less than 1:10).
 - Door canopies (annotated plans at a scale of not less than 1:10).
 - Brick detailing including arches, recessed panels, blind windows, brick aprons and window heads (annotated plans at a scale of not less than 1:10).
 - Stone detailing including columns, cills, mullions, banding and copings (annotated plans at a scale of not less than 1:10).
 - Rainwater goods (annotated plans at a scale of not less than 1:10).
 - Cornices at the eaves (annotated plans at a scale of not less than 1:10).
 - Privacy screens (annotated plans at a scale of not less than 1:10).
 - Boiler flues and other external air extraction, intake and ventilation points (annotated plans at a scale of not less than 1:10).
 - Roller shutters to the undercroft car parking areas (annotated plans at a scale of not less than 1:10).
 - Gates at the site vehicular access point (annotated plans at a scale of not less than 1:10).

The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the development is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

LANDSCAPING

31. Notwithstanding the details shown on the plans submitted and otherwise hereby approved prior to the commencement of the development (other than for Groundworks and Site Preparation Works) full details, including annotated scaled plans, of all proposed boundary treatments, walls, fencing, gates or other means of enclosure to be erected at the site (both to enclose the site and to divide areas within the site) shall have been submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved and be permanently retained as such thereafter.

Reason:

To ensure that the development protects the amenities of the occupiers of neighbouring and future properties, provides a safe and secure environment and to protect the character and visual amenities of the site and wider area in accordance with policies CS5 and DM01 and DM02 of the Barnet Local Plan and policies 1.1, 7.3, 7.4, 7.5 and 7.6 of the London Plan.

32. Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the development (other than for Groundworks and Site Preparation Works) a detailed scheme of hard and soft landscaping shall have been submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:

- The position of any existing trees to be removed.
- New tree, hedge and shrub planting including species, plant sizes and planting densities as well as planting for green roofs including herbaceous / climbers / grasses / ground cover plants.
- Means of planting, staking and tying of trees, including tree guards as well as a detailed landscape maintenance schedule for regular pruning, watering and fertiliser.
- Existing contours and any proposed alterations such as earth mounding.
- Areas of hard landscape works including paving, proposed materials samples and details of all techniques to be used to provide conditions appropriate for new plantings.
- The timing of planting.

Reason:

To ensure a satisfactory appearance and contribution to biodiversity from the development and to protect the amenities of future and neighbouring occupiers in accordance with policies DM01, DM02 and DM16 of the Barnet Local Plan and policies 3.6, 7.19 and 7.21 of the London Plan.

33. All work comprised in the approved scheme of hard and soft landscaping (submitted under condition 32) shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the building or completion of the construction of the development, whichever is sooner.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

34. Any trees, hedges or shrubs to be planted as part of the approved landscaping scheme (submitted under condition 32) 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 and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

35. No site works or other works associated with this development shall be commenced before a Method Statement detailing the precautions to be taken to minimise damage to trees adjacent the site, in accordance with British Standard BS5837: 2012 *Trees in relation to design, demolition and construction - Recommendations*, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the Method Statement approved under this condition.

Reason:

To safeguard the health of existing trees which represent an amenity feature in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

36. No site works or other works associated with this development shall be commenced before temporary tree protection measures to safeguard trees adjacent the application site have been put in place in accordance with details that have been previously submitted to and approved in writing by the Local Planning Authority. The tree protection measures approved under this condition shall remain in place until the development hereby consented has been completed.

Reason:

To safeguard the health of existing trees which represent an amenity feature in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

37. Details submitted pursuant to Conditions 4, 31 and 32 (inclusive) imposed by this Planning Permission shall be submitted at the same time.

Reason:

To enable the proper consideration of matters relating to site levels, protective fencing and landscaping in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

38. The development hereby approved shall not be occupied unless and until a Landscape Management Plan, including details of the long term design objectives, management responsibilities and maintenance schedules for the landscaped parts of the site (other than for small privately owned domestic gardens) shall have been submitted to the Local Planning Authority and approved in writing. The management of the landscaping at the site shall be carried out in full accordance with the details in the approved Landscape Management Plan.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan

39. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity spaces provided on the site (as identified in plan number 2579.101 revision P3) shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the development.

Reason:

To ensure that the development represents high quality design and to accord with policies DM01 and DM02 of the Barnet Local Plan and policy 3.6 of the London Plan.

SECURITY AND LIGHTING

40. Prior to the first occupation of the dwellings hereby approved full plans, details and specifications of all external lighting to be installed as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to the first occupation of the development.

Reason:

To ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and policy 7.13 and 5.3 of the London Plan.

41. Notwithstanding the details shown in the plans submitted and otherwise hereby approved prior to the first occupation of the dwellings hereby granted consent details of the security and crime prevention measures to be included within the development shall be submitted to and approved in writing by the Local Planning Authority. The information submitted in this respect shall include (but not be limited to) details in relation to:
- The postal arrangements for communal entrances.
 - The measures to be used to prevent unauthorised access to the undercroft parking areas.
 - The means of enclosing the site.
 - The contribution that the landscaping of the site can make to security and crime prevention.

The development shall be implemented in full accordance with the approved details prior to the first occupation of the development.

Reason:

To ensure that appropriate security and crime prevention measures are provided as part of the development in accordance with policy DM01 and DM02 of the Barnet Local Plan and policy 7.13 of the London Plan.

TRANSPORT

42. Before the development hereby permitted is occupied the car parking spaces shown on plan number 2579.102 (revision P5) shall be provided in the development and shall not be used for any purpose other than the parking and turning of vehicles in connection with the development hereby approved.

Reason:

To ensure that 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 policies CS9 and DM17 of the Barnet Local Plan.

43. Before the development hereby permitted is occupied a Car Parking Management Plan detailing the allocation of car parking spaces, all on site parking controls and charges and enforcement measures to be put in place to deal with any unauthorised parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall be managed in accordance with the approved Car Parking Management Plan from the first occupation of the building and in perpetuity thereafter.

Reason:

To ensure that parking is provided and managed at the development in the interests of highway and pedestrian safety and the free flow of traffic in the area and in accordance with policies CS9 and DM17 of the Barnet Local Plan.

44. Prior to the commencement of the development hereby approved a Construction Management and Logistics Plan shall be 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. This Construction Management and Logistics Plan submitted 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 contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details setting out how the High Road (A1000) will not be used for any all loading and unloading associated with the implementation of the development;
- xi. Details of a community liaison contact for the duration of all works associated with the development.

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 policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

45. Not less than 3 months prior to the first occupation of the development hereby permitted a strategic level residential Travel Plan prepared in accordance with all relevant technical and good practice guidance, including the Transport for London document 'Travel Planning for New Development in London' and which is ATTrBuTE and TRAVL compliant and includes the appointing of a Travel Plan Champion shall be submitted to and approved in writing by the Local Planning Authority. The development shall be occupied and managed in accordance with the approved Travel Plan and the Travel Plan shall be reviewed in accordance with Transport for London's 'Standardised Approach to Monitoring'. The Travel Plan approved shall be implemented and enforceable in accordance with the agreement completed under section 106 of the Town and Country Planning Act (as amended) which accompanies this application.

Reason:

To encourage the use of sustainable forms of transport to the site and minimise transport impacts of the development in accordance with policies DM17 and CS9 of the Barnet Local Plan.

46. Before the first occupation of the development hereby approved details showing suitable parking and storage facilities for 133 bicycles within the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved before the development is occupied and be permanently retained as such thereafter.

Reason:

In the interests of promoting cycling as a mode of transport in accordance with Policies CS9 and DM17 of the Barnet Local Plan and Policy 6.13 of the London Plan.

47. Before the development hereby permitted is occupied not less than eleven (11) disabled standard parking spaces shall be provided at the site in accordance with details that have previously been submitted to the Local Planning Authority and approved in writing.

Reason:

To ensure that satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety, the free flow of traffic and the creation of an environment which is accessible to all members of the community in accordance with policies CS9 and DM17 of the Barnet Local Plan

48. Before the development hereby permitted is first occupied full details of the Electric Vehicle Charging facilities to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 23 of the car proposed parking spaces to be provided with active Electric Vehicle Charging facilities and a further 23 of the proposed car parking spaces to be provided with passive Electric Vehicle Charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation of the development and thereafter be maintained as such.

Reason:

To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

49. Prior to the first occupation of the development hereby permitted a Waiver of Liability and Indemnity Agreement must be signed by the applicant and be submitted to and approved in writing by the Local Planning Authority. The Waiver of Liability and Indemnity Agreement submitted shall indemnify the Council against any claims for consequential damage caused to private roads arising from and/or in connection with the collection of waste by the Council from the premises.

Reason:

To ensure that access to the site is satisfactory and to protect the amenities of the area in accordance with policies CS9 and DM17 of the Barnet Local Plan.

50. Before the development hereby permitted is commenced (other than for Groundworks and Site Preparation Works) full details of the highway works proposed for the realignment of the public footway on Limes Avenue and Highwood Avenue (and any associated works) as indicated on application drawing 2579.101 shall be submitted to the Local Planning Authority and approved in writing. The highway works approved under this condition shall be completed in their entirety in accordance with the approved details before the development is occupied or first brought into use.

Reason:

To minimize the highways impacts of the development proposed, ensure that safe and satisfactory access is provided to the site and to protect the amenities of the area in accordance with policies CS9 and DM17 of the Barnet Local Plan.

Informatives:

The informatives that it is recommended be included on the decision notice in respect of this application are set out in **Appendix 4** of this report.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case the development plan is The London Plan (originally published July 2011) and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents, including the Core Strategy and Development Management Policies development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 2012.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

Since the adoption of the London Plan in 2011 the Mayor has published 'Revised Early Minor Alterations' to this document. These make a number of changes to policies and other text in the London Plan. A key objective of these changes is to ensure that the document is consistent with the National Planning Policy Framework. They also seek to update the position on affordable housing to reflect changes to national policy. The proposed changes have been through an Examination in Public and Secretary of State has confirmed that he is now content for the Mayor to publish the changes without further amendments. The changes set out under the 'Revised Early Minor Alterations' document published this year have been taken into account in the assessment of this application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out below and in **Appendix 1** of this report. In subsequent sections of this report dealing with specific policy and topic areas, there is further discussion, where appropriate, of the key policy background. This is not repeated here or in Appendix 1.

The London Plan and Barnet Local Plan

Appendix 1 examines in some detail the policies in the London Plan and the development plan documents of the Barnet Local Plan of most relevance to this planning application. It also appraises the proposal against these policies. The development plan documents contain a very large number of policies which are to a limited degree relevant and the analysis in Appendix 1 focuses on those which are considered to be particularly relevant to the determination of this application.

In order to present the analysis of the policies in a readily readable form it is set out in a table format. The tables list the policies, describe them and then provide a brief commentary to assess how the proposed development conforms to the requirements of the specific policies. Where appropriate, some policies are combined in order to avoid unnecessary repetition or disjointed discussion.

Officers have considered the development proposals very carefully against the relevant policy criteria and, as Appendix 1 shows, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

Supplementary Planning Guidance and Documents

A number of local and strategic supplementary planning guidance (SPG) and supplementary planning documents (SPD) are material to the determination of the application. **Appendix 1** sets out the SPD's and SPG's which are most relevant to the consideration of this proposal.

National Planning Guidance

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in 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 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 Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the obligations set out in Recommendation 1.

1.2 Key Relevant Planning History

A full summary of the key planning history of relevance to the site is set out in **Appendix 2** of this report. Of particular significance to the current proposal is an application (Barnet reference F/00241/08) submitted for this site seeking 167 apartments, 10 houses and 1272m² of Use Class B1 (Business) or A3 (Restaurants and Cafes) floorspace in buildings up to 6 stories tall. This application was considered by the Planning and Environment Committee on the 1st July 2009, where the committee decided to refuse the application for the following five reasons:

1. The proposed dwellings would, by reason of their design, density and layout, represent a cramped form of development that fail to provide their future occupiers with acceptable levels of amenity space, outlook, daylight and sunlight to the detriment of their amenities. The proposed dwellings would not therefore constitute a sustainable form of development and be contrary to policies GSD, GBEnv2, D1, D3, D4, D5, H16 and H18 of the Adopted Barnet Unitary Development Plan (May 2006), policies 2A.1, 3A.6, 3D.13, 4A.3, 4B.1 and 4B.10 of the London Plan (Alterations and consolidations since 2004 published February 2008), Government guidance contained in Planning Policy Statements 1 Delivering Sustainable Development and 3 Housing, the Barnet Supplementary Planning Document Sustainable Design and Construction (February 2008) and the Mayor of London Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation (March 2008).
2. The proposed buildings would, by reason of their design, size, height, bulk, mass, layout and density, result in a cramped form of development and an overdevelopment of the site which would be detrimental to the character and appearance of the surrounding area, contrary to policies GBEnv1, GBEnv2, H16, D1, D2, D3 and D4 of the Adopted Barnet Unitary Development Plan (May 2006), policies 2A.1, 3A.6, 4B.1, 4B.8 and 4B.10 of the London Plan (Alterations and consolidations since 2004 published February 2008) and Government guidance contained in Planning Policy Statements 1 Delivering Sustainable Development and 3 Housing.
3. The proposed buildings would, by reason of their design, size, height, bulk, mass and siting be overbearing, visually obtrusive and result in an unacceptable sense of enclosure, overlooking and loss of privacy to the detriment of the amenities of the occupiers of neighbouring properties contrary to policies GBEnv2, D1, D4, D5, H16 and H17 of the Adopted Barnet Unitary Development Plan (May 2006), policies 2A.1, 3A.6, 4B.1, 4B.10 of the London Plan (Alterations and consolidations since 2004 published February 2008) and Government guidance contained in Planning Policy Statements 1 Delivering Sustainable Development and 3 Housing.
4. The proposed development would, by reason of its design, layout and intensified use of the access at the junction of Limes Avenue and Highwood Avenue, create conditions prejudicial to the flow of traffic and highway and pedestrian safety, contrary to policies GBEnv3, GRoadNet, M8, M11, M12 and M13 of the Adopted Barnet Unitary Development Plan (May 2006), policies 2A.1, 3A.6, 3C.17, 4B.1, 4B.6, 4B.10 of the London Plan (Alterations and consolidations since 2004 published February 2008) and Government guidance contained in Planning Policy Guidance 13: Transport (March 2001).
5. The development does not include a formal undertaking to enter into a travel and traffic management plan, provide a contribution to affordable housing to meet the demand for such housing in the area or financial contributions towards the costs of the additional pressure on existing

library facilities that would be caused by the development, the extra educational costs arising in the borough as a result of the development, ensuring that occupants of the development and their visitors cannot obtain parking permits in the surrounding area or the monitoring of the undertaking, which are necessary for the proposal to be acceptable, contrary to policies GCS1, GRoadNet, GParking, H5, H8, CS2, CS8, M3, M10, IMP1 and IMP2 of the Adopted Barnet Unitary Development Plan (May 2006), policies 2A.1, 3A.10, 3A.11, 3A.18, 3C.3, 3C.17 and 3C.23 of the London Plan (Alterations and consolidations since 2004 published February 2008) and the Barnet Supplementary Planning Documents Contributions to Library Services from Development (February 2008), Contributions to Education from Development (February 2008), Affordable Housing (February 2007) and Planning Obligations (September 2006).

As the report below sets out in more detail the current application is considered to be acceptable and to have overcome these reasons for refusal.

As part of the consideration of the current application sites context it is of note that an application (Barnet reference F/00236/12) for planning permission to redevelop the former Furnitureland site at 886-902 High Road, situated to the south-east of 931 High Road, was granted planning permission for the provision of 60 apartments and 548m² of Use Class B1 (Business) floorspace in buildings up to 5 stories in height in November 2012. The relevant planning history for that site is set out in Appendix 2.

Appendix 2 also sets out the key planning history for the site at 1230 High Road Whetstone. This is relevant because the current application proposes to make its contribution to affordable housing provision partly through the conversion of 6 shared ownership units at that site into 6 affordable rented units (see the relevant sections of the report below for further details).

1.3 Public Consultations and Views Expressed

Public Consultation

718 local properties and other bodies were consulted on the application by letter and email in June 2013. The application was also advertised on site and in the local press at that time. Following revisions to the design of the scheme and the submission of additional information a further round of consultation (including letters, emails and site and press notices) was carried out in August 2013. The consultation process carried out for this application is considered to have been entirely appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy on the consultation to be carried out for schemes of this nature.

Number of Responses from Residents

43 responses objecting to the proposal were received from residents. **7** of these objectors have requested to speak at committee. No responses supporting the proposal were received.

Comments from Residents

The comments made in objection to the application are summarised under the headings below.

Highways, transport and Parking:

- Quantity of parking proposed is inadequate and should be increased.
- Proposal would be detrimental to highway and pedestrian safety.
- Proposal would exacerbate existing parking problems on the roads surrounding the site and cause a loss of parking for existing residents to the detriment of their amenities.
- Development would add unacceptably to the vehicles and traffic in the area and exacerbate the existing access and congestion problems in this location.
- Junctions in the area would be significantly adversely affected by the development.
- Surrounding road network is not suitable for the additional vehicles the development would generate.
- When assessing transport impacts account needs to be taken of other developments in the surrounding area and future expected levels of traffic.
- Measures are needed to mitigate the impact of the development. These could include installing traffic lights at the junction of Highwood Avenue and the High Road; introducing a new pedestrian crossing as part of the development; making Limes Avenue and Highwood Avenue a one way road; and installing traffic calming measures in the surrounding area.
- The occupiers of the proposed development should not be eligible for permits to park in the North Finchley Controlled Parking Zone.
- Proposal would not comply with planning policies on highways, parking and traffic matters.

Design and Character:

- Proposal would not comply with planning policies on design and character matters.
- Proposal is overly dense and represents an overdevelopment of the site.
- Proposal is not sympathetic with its context and has an unacceptable relationship with neighbouring properties.
- Proposal is out of keeping with and would have a detrimental impact on the character and appearance of the area.
- Scale, size, height and detailed design of the proposed buildings is harmful to the character of the area.
- Block C has an excessive size and height, is inappropriately sited, would be harmful to the character and streetscene of Highwood Avenue, should not have access directly on to Highwood Avenue and has an unacceptable design. This block should be reduced in size or replaced with houses.
- Proposal could create a canyon effect in the area.
- Proposal should have a more modern design approach.
- Proposal would decrease their safety and increase the security risk to their property.
- Boundary wall for the site along the end of the rear gardens of the even numbered houses in Limes Avenue should be 3m high and landscaping should be provided in this area to deter antisocial behaviour. The wall running along the side the front garden of 30 Limes Avenue and enclosing the landscaped garden to the south and south-

east of this property should be not be more than 1m high with railings on top. The boundary wall along the rear gardens of properties in Highwood Avenue should be increased to 3m high.

Amenities of neighbouring occupiers and users:

- Proposal would not comply with planning policies on protecting the amenities of neighbouring occupiers and users.
- Development would have an unacceptable impact on the amenities and quality of life of the occupiers of neighbouring properties and cause them distress and inconvenience.
- Development would have an unacceptable visual impact and be overbearing, domineering and intrusive.
- Development would cause unacceptable overshadowing and loss of daylight and sunlight.
- Development would cause unacceptable overlooking and loss of privacy.
- Occupiers of the new development would cause unacceptable noise, disturbance and nuisance.
- Proposal would impact upon their parking facilities to the detriment of their amenities.
- Proposal would increase pollution in the area and would cause pollution levels to exceed those permitted under European Union Regulations.
- Building works the development would result in would have an unacceptable impact on their amenities.
- Balconies and stairwells of Block E should be screened to avoid overlooking and it should be a condition that there are no windows in the rear elevation to prevent overlooking from occurring.

Other objections:

- Support the grounds of objection raised by the Finchley Society (set out below).
- Application should be refused unless affordable housing units are provided in accordance with the Barnet's planning policies.
- Aggrieved new development is outside of the town centre which is being left to fall into a state of disrepair.
- Applicant should provide details of how current boundaries will be protected and maintained and guarantees for compensation or rectification in the event that utilities are affected or property is damaged. Example include impacts on drainage, plants and trees, water pressure and the causing of structural damage to property through changes in the water table.
- Consultation on the application was inadequate and the site address used by the applicant should have referred to Highwood Avenue.
- Development would provide a poor standard of accommodation for its future residents.
- Additional residents and vehicles in the borough arising from the development would impact adversely on local services, amenities and infrastructure.
- Development would have a significant environmental impact.
- That the space on the western most part of the site should be opened up to residents in the surrounding area.
- That the submission documents contain inaccuracies and do not take account of other developments in the surrounding area.

- Proposal is not compliant with planning policies.
- That 3D visualisations and a model of the proposal should have been prepared.
- That their previous objections have not been addressed.

Responses by Officers to the points raised are provided in the relevant section of the committee report.

Comments from Local Associations and Societies

Finchley Society:

Have **objected** to the application and **requested to speak at planning committee**. The points they raise can be summarised as follows:

- Current application proposes a better form of development than its predecessors, but it has not fully addressed the Planning and Environment Committee's and Finchley Society's objections to earlier proposals for the site.
- Proposal does not comply with current development plan policy and guidance and should be refused.
- Proposals are not based on an understanding of local characteristics and fail to preserve and enhance local character and respect the appearance, scale, mass height and pattern of surrounding buildings, spaces and streets.
- Buildings sought should be reduced in height and the flats proposed as fronting on to Highwood Avenue (Block C) should be redesigned as houses.
- Proposal would set a precedent and contribute to a canyon effect in the High Road.
- Buildings proposed are too large, bulky, overbearing and intrusive and would have an excessive mass and inappropriate design.
- Proposal would affect the privacy of the occupiers of neighbouring properties.
- Proposal represents an overdevelopment of the site at too high a density and the submission has not addressed the question of density.
- Some of the dwellings proposed do not meet the appropriate space standards.
- Number of parking spaces proposed is insufficient for the size and mix of the development unless a planning obligation is entered into so that future occupiers are not able to obtain parking permits for the North Finchley Controlled Parking Zone.
- Increase in traffic from the development would have a detrimental impact on the congested local road network and parking.
- Intensive nature of the development and the resulting overdevelopment of the site will be detrimental to the adequate delivery of the necessary infrastructure in the borough, including transport, education and health infrastructure. The pressures on infrastructure in the locality from this development would be exacerbated by other schemes already permitted in the area.

Responses by Officers to the points raised are provided in the relevant parts of section 3 of the committee report.

Consultation Responses from Statutory Consultees and Other Bodies

Metropolitan Police Service:

Have responded to the consultation and have not raised any objections to the proposal or requested that conditions are placed upon any grant of consent. The Metropolitan Police Service have made comments about the design approach which would be needed for post boxes associated with communal entrances in the scheme and also for the access points to the undercroft parking areas proposed. A condition has been recommended to ensure that the development addresses these points appropriately.

London Fire and Emergency Planning Authority:

Have responded to the consultation and have not raised any objections to the proposal or requested that conditions are placed upon any grant of consent.

Environment Agency:

Have responded to the consultation and have not raised any objections to the proposal or requested that conditions are placed on any consent granted. The Environment Agency have identified that the development is located in an area of serious water stress and pointed out that they expect the scheme to include water efficiency measures to achieve a standard of 105 litres/head/day (equivalent to Code for Sustainable Homes Level 3/4). Conditions have been included in those recommended to ensure this objective is met.

Natural England:

Have responded to the consultation and have not raised any objections to the proposal or requested that conditions are placed upon any grant of consent. Natural England have identified that the application may provide opportunities for biodiversity and landscape enhancements at the site. Conditions seeking enhancements at the site in these regards have been included in those recommended.

Thames Water:

Thames Water has responded to the consultation and not raised any objections to the proposal. They have requested that a condition is imposed on any consent granted to ensure that all piling works carried out as part of the implementation of the development take place in accordance with a method statement which has been previously agreed with the Local Planning Authority (in consultation with Thames Water). This is to prevent and minimise the potential for damage to subsurface sewerage infrastructure in the area. A condition to this effect has been recommended. Thames Water has made a number of other points in respect of waste water and water infrastructure matters and these have been included as informatives.

Transport for London (TfL):

Have responded to the consultation and have made a number of comments on the application. These can be summarised as follows:

- The application site is situated on A1000 High Road, which forms part of the Strategic Road Network (SRN).
- Taking into account the number and mix of dwellings sought the proposed number of car parking spaces (114) is within the London Plan standards.

- The scheme should provide a total of 23 electric vehicle charging points with a further 20% passive provision.
- Disabled parking spaces should be provided in line with London Plan standards.
- The scheme should provide 133 cycle parking spaces.
- They do not entirely agree with the methodology used for selecting the TRAVL survey sites used to estimate the trip generation for the proposal. However, their own assessment indicates that the level of overall trips expected is not significantly different from that which is predicted in the submission. As such no further work is needed.
- They do not accept the mode share estimate which has been used (directly derived from TRAVL sites). 2011 Census data is applicable and it is noted that this shows car share mode is up to 37% in the ward, rather than 22% suggested in the submission. The model split exercise should therefore be revised.
- Recommend that future residents be excluded from eligibility for local parking permits.
- The submission and implementation of a Travel Plan should be secured by a planning obligation and it is recommended that a car club space be provided.
- Request a contribution of up to £15000 toward the upgrade of a bus stop shelter adjacent to the site.
- It is recommended that a contribution toward public realm improvements in the vicinity is secured if needed.
- A Construction Management Plan and Construction Logistics Plan should be submitted for the Local Authority's approval prior to construction work commencing on site. All loading and unloading must take place away from High Road.
- Subject to the conditions identified being met and the issues raised being addressed the proposal would be unlikely to result in an unacceptable impact to the Strategic Road Network.

Responses by officers to the points raised are provided in section 3 of the report, in particular section 3.9.

Highways Agency:

Have responded to the consultation and confirmed that they have no objections to the proposal.

National Grid:

Have responded and identified that National Grid apparatus is located within the vicinity of the site. An informative setting this out has been included in those recommended.

Internal Consultation responses

Traffic and Development Team:

The Traffic and Development Team response is set out in greater detail in the relevant sections of the report below. In summary, they have confirmed that subject to the imposition of suitable conditions and planning obligations they have no objections to the development and find the proposal to be acceptable in respect of traffic, parking and highways related matters.

Environmental Health Service:

The Environmental Health Service response is set out in greater detail in the relevant sections of the report below. In summary, they have confirmed that subject to the imposition of suitable conditions in respect of air quality, contaminated land and noise they raise no objection to the development.

Trees Team:

The Trees Team have confirmed that subject to the imposition of suitable conditions they raise no objection to the development. Tree matters are set out in greater detail in the relevant sections of the report below.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL**2.1 Site Description and Surroundings**

The application site covers an area of land approximately 0.92 hectares in size situated on the western side of the High Road (the A1000) in the Woodhouse Ward. North Finchley Town Centre is located to the south of the site. The land is bounded to the south by Highwood Avenue, to the west by Limes Avenue and Highwood Avenue and to the east by the High Road.

The site is presently owned by the applicant, Berkeley Homes (Three Valleys) Ltd, and is currently vacant. It is understood that it was previously used by the pan-London Traffic Officer and pan-London Territorial Support Group of the Metropolitan Police. The Metropolitan Police also used the site for the storage of vehicles. In terms of a planning classification the site has a *sui generis* use. The existing buildings on the site predominantly comprise large portal framed sheds and single and two storey office buildings. Various means of enclosure bound the site, including sections of brick wall, fencing and the external walls of buildings.

Access to and from the site took place from the High Road (which is part of the Strategic Road Network) when it was last in use. A second access, on the sites western side, at the junction of Highwood Avenue and Limes Avenue, also exists. The site has a Public Transport Accessibility Level (PTAL) of 2 and is located within the North Finchley Controlled Parking Zone, which operates from Monday through to Saturday between 9am and 5pm.

The application site presently contains 24 trees (1 of which is dead) and areas of grassland, scrub and shrubs. Of the trees on the site 4 (Ash) are protected by a Tree Preservation Order (Reference Number TRE/FI/1A). These are situated on the western part of the site. The site also contains significant areas of hard surface.

The area surrounding the application site varies significantly in its character. From the mainly commercial and mixed-use High Road the built environment rapidly changes to the west, into Limes Avenue, Highwood Avenue and Woodside Grove, to become of a traditional residential suburban character, containing predominantly two storey buildings (some of which have a third level of accommodation in the roof). Highwood Avenue and Limes Avenue contain mostly two storey buildings in use as either houses or flats and the western parts of the application site adjoin the gardens of properties in these residential roads.

Along the High Road the area directly south of the site contains a substantial five storey office building known as Solar House (915 High Road). To the north the High Road contains a three storey building containing a bar, restaurant and residential flats. To the south-east of the application site (on the eastern side of the High Road) the former Furnitureland site (886-902 High Road) is currently being redeveloped to create a building up to five storeys in height containing 60 flats with some ground floor office space (under planning application F/0236/12).

2.2 Description of the Proposed Development

Detailed planning permission is sought for the demolition of the existing Metropolitan Police Depot buildings on the site (a *Sui Generis* Use) and its redevelopment to provide 84 self contained flats and 11 houses (all Use Class C3). A plan showing the layout of the proposed development has been provided at Appendix 3 of this report.

The development is laid out with two blocks containing flats fronting onto the High Road. These blocks would both contain five floors of development, with the top (fifth) floor of development situated within the pitched roof of the buildings. The ground floors of the blocks provide a level of parking, refuse and recycling facilities. Four levels of residential flats are then situated above this (with the highest level of accommodation in the roof of the buildings).

Each of the blocks fronting onto the High Road would have two wings extending from their rear (west) elevation. These wings would have pitched roofs and contain 3 floors of accommodation including parts of the ground floor in places (there is no accommodation in the roof of the wing elements). Each flat proposed would have its own area of private amenity space in the form of a terrace, winter garden or balcony. Areas are identified within the ground floor of the wings for the storage of cycles and refuse and recycling facilities. In total facilities for storing 133 cycles would be provided on the site.

Where the buildings proposed would face onto the High Road and the eastern end of Highwood Avenue their ground floor level has been designed to include the entrance cores to flats and glazed windows. On Highwood Avenue the windows would be to the ground floor flats in this location. Along the High Road the windows would mainly be to undercroft car parking areas. A number of 'false' doors are also proposed along the length of site frontage to the High Road.

The 11 houses proposed would be located on the more western parts of the site in the form of 3 rows of terraced properties providing accommodation across four floors. In each case the fourth floor of accommodation would be provided in the pitched roof of the building (with rooflights). Each of the houses would have its own private rear garden.

The development includes the provision of four new areas of usable communal open space. The first three of these would be situated to the west of the blocks which front onto the High Road, between the wings which project from their rear. These three spaces would cover areas of approximately 333m², 149m² and 175m². The fourth area of usable communal space is situated at the most western part of the site and adjoins the junction of Limes Avenue and Highwood Avenue. This space has an approximate area of

400m². The spaces provided would include areas of lawn, trees and hedges, seating and play features (such as boulders and stepping logs). A further area of open space is provided on the northern part of the site. While this is accessible communally (and acceptable in other regards) it has not be classed as 'useable' amenity space as it suffers from significant overshadowing.

The sole point of vehicular ingress and egress at the site as proposed would be provided at the High Road (eastern side of the site). The existing (currently unused) site access at the junction of Limes Avenue and Highwood Avenue on the western part of the site would be closed for both vehicles and pedestrians as part of the proposals. Several points of pedestrian only access would be provided along the length of the sites High Road frontage. A single point of pedestrian only access onto the eastern end of Highwood Avenue is also proposed.

The development includes the provision of a total of 114 off street car parking spaces. 71 of these would be provided in an undercroft on the ground floor of the two blocks fronting onto the High Road. The remainder would be provided as surface level parking spaces. 12 of the car parking spaces created would be provided to a disabled parking space standard.

The detailed architectural approach to the proposed buildings is inspired by the traditional architecture of Finchley. It includes features such as predominantly brick elevations with brick and stone detailing; substantial pitched roofs with slate and clay tiles and brick chimneys; timber framed doors and windows; and bay window structures.

The mix of dwelling types proposed in the building across the site is as follows:

- 3 x three bedroom six person houses (approximately 3% of the dwellings)
- 8 x four bedroom eight person houses (approximately 8% of the dwellings)
- 14 x one bedroom two person flats (approximately 15% of the dwellings)
- 3 x two bedroom three person flats (approximately 3% of the dwellings)
- 42 x two bedroom four person flats (approximately 44% of the dwellings)
- 12 x three bedroom five person flats (approximately 13% of the dwellings)
- 13 x three bedroom six person flats (approximately 14% of the dwellings)

All of the units proposed would meet or exceed the minimum floor space standards for the relevant type of dwelling (specified in Table 3.3 of the London Plan), achieve the relevant Lifetime Homes Standards and meet Code for Sustainable Homes 'Level 4'. 10 of the units would achieve wheelchair accessible standards or be easily adaptable to meet wheelchair accessible standards.

The scheme would provide a total of 12 affordable housing units on site. This equates to 12.6% of the total dwellings proposed. The affordable housing units would be provided as 12 Intermediate (Shared Ownership) units

comprising 12 x two bedroom four person flats. The application also proposes to deliver 6 Affordable Rented units at 1230 High Road, Whetstone. These would comprise 5 x two bedroom three person flats and 1 x two bedroom four person flat. This is anticipated to take place through the conversion of 6 units at the site which currently have funding to be Intermediate (Shared Ownership) affordable housing units (with the same mix of dwelling types).

The areas surrounding the proposed buildings would contain a mixture of hard and soft landscaping. The development would involve the removal of 23 existing live trees from the site (and 1 additional dead tree). These include the 4 trees (all Ash) on the site covered by a Tree Preservation Order. As later sections of this report set out in more detail the trees which would be removed are not of any significant merit. The landscaping scheme proposed includes the planting of 61 trees.

Most of the eastern boundary of the site would be bounded by the proposed buildings, with planters providing areas of soft landscaping in places. The majority of the remainder of the site would be bounded by lengths of brick wall of varying heights. However, the new area of garden proposed on the western most part of the site would be enclosed by railings along much of its frontage with Limes Avenue and Highwood Avenue.

In addition to the application drawings the submission made includes the following documents:

- Design and Access Statement by BHP Harwood Architects
- Planning Statement by Boyer Planning
- Transport Statement by Glanville Consultants
- Residential Travel Plan by Glanville Consultants
- Noise Assessment by AECOM
- Local Air Quality Assessment by Ramboll
- Daylight and Sunlight Report by Schroeders and Begg
- Sustainability Statement by Berkeley Homes
- Code for Sustainable Homes Pre-Assessments by Berkeley Homes and Trinity Architecture
- Statement of Community Involvement by Berkeley Homes
- Drainage Statement by Glanville Consultants
- Utility Service Assessment by Glanville Consultants
- Extended Phase 1 Habitat Survey by Ecoconsult
- Geoenvironmental Desk Study by Ramboll
- Arboricultural Report and Tree Condition Survey by Ruskins Group
- Development Viability Appraisal Report by Berkeley Homes

Pre-application advice was sought from the Council on the redevelopment of the application site.

3. PLANNING CONSIDERATIONS

3.1 Principle of redeveloping the site for the residential use proposed

For areas such as the application site, which comprise high quality suburbs not identified as locations to which growth will be focused, policies CS1 and CS3 of the Barnet Core Strategy expect new developments to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social

infrastructure. As is set out in other sections of this report in greater detail the proposal is considered to be compliant with the objectives of these policies.

The application site has not been identified for any specific use in planning policies, is previously developed and is within walking distance of North Finchley Town Centre and the amenities it offers. It is also noted that the area surrounding the site is partially residential in character and that the principle of redeveloping the land to provide houses and flats was not a reason for the Planning and Environment Committee determining to refuse a previous application of this nature on the site (application reference F/00241/08).

The land has a Public Transport Accessibility Level of 2 and is located approximately 1km from Woodside Park Underground Station and within short walking distance of a number of bus stops. The layout of the roads surrounding the site makes pedestrian movements relatively simple.

Policy CS12 of the Barnet Core Strategy states that the Council will work with the Metropolitan Police to re-model its estate as a basis for an effective and responsive police service in Barnet. In this instance the Metropolitan Police have sold the site (to the applicant) and have previously confirmed that it is no longer required or appropriate as an operational base for pan-London policing purposes. It is also noteworthy that when it was last in use the site had no public contact points and comprised a *sui generis* use which could not be changed to an alternative use without the benefit of a separate planning permission.

While the existing site is not within the use classes specifically protected under Barnet Local Plan policies (Use Classes B1, B2 and B8) it is recognised that the site did previously generate a level of employment and that planning policies seek generally to safeguard existing employment sites that meet the needs of modern business. In this instance the site is currently vacant and, as previously noted, the Metropolitan Police have confirmed that the site is no longer appropriate for its previous use. It is also noted that the applicant is providing to a contribution to employment and training in the borough (set out in greater detail below) through the planning obligations recommended for the application. In such circumstances it is not considered that the loss of the existing use at the site would be contrary to the objectives of development plan policy.

In light of the various considerations outlined the principle of re-developing the site for to provide residential dwellings is deemed to be acceptable, subject to compliance with other planning policies.

3.2 Dwelling mix

Development plan policies require proposals to provide an appropriate range of housing sizes and types, taking account of the housing requirements of different groups. The council's Local Plan documents (Core Strategy and Development Management Policies) identify 3 and 4 bedroom units as the highest priority types of market housing for the borough. Dwellings with 3 bedrooms and 3 or 4 bedrooms are the highest priority sizes of housing for 'social rented' and 'intermediate' affordable housing respectively.

The mix of dwelling types proposed in the building across the site is as follows:

- 3 x three bedroom six person houses (approximately 3% of the dwellings)
- 8 x four bedroom eight person houses (approximately 8% of the dwellings)
- 14 x one bedroom two person flats (approximately 15% of the dwellings)
- 3 x two bedroom three person flats (approximately 3% of the dwellings)
- 42 x two bedroom four person flats (approximately 44% of the dwellings)
- 12 x three bedroom five person flats (approximately 13% of the dwellings)
- 13 x three bedroom six person flats (approximately 14% of the dwellings)

Of these dwellings 12 would be provided as on site affordable housing units. The on site affordable housing units would be provided as 12 Intermediate (Shared Ownership) units comprising 12 x two bedroom four person flats. The application also proposes to deliver 6 Affordable Rented units off site at 1230 High Road, Whetstone. These would comprise 5 x two bedroom three person flats and 1 x two bedroom four person flat. This is anticipated to take place through the conversion of 6 units at the site which currently have funding to be Intermediate (Shared Ownership) affordable housing units (with the same mix of dwelling types).

The dwelling mix proposed is considered to include an appropriate range of dwelling sizes and types that would make a useful contribution to meeting the needs of the growing and diverse population of the borough. The Housing Development Partnership Team has confirmed that there is likely to be a significant demand for the type of affordable units proposed (including the on and off site contributions to affordable housing put forward) and an independent review of the viability of the scheme (discussed in greater detail below) has confirmed that this is the maximum contribution that it is viable for the development to make to the provision of affordable housing in the borough.

In light of these factors it is considered that, in this instance, the dwelling mix proposed is acceptable and compliant with planning policy.

3.3 Density of development

London Plan policy 3.4 seeks to optimise the housing output of sites taking into account local context and character, the design principles in chapter 7 of the London Plan and public transport capacity. Developments should optimise housing output for different types of location within the relevant density range shown in Table 3.2 (set out below). Development proposals which compromise this policy should be resisted.

Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
Urban	150-250 hr/ha	200-450 hr/ha	200-700 hr/ha
3.8-4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
Central	150-300 hr/ha	300-650 hr/ha	650-1100 hr/ha
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/hr	100-240 u/ha	215-405 u/ha

The application site is in a location with a PTAL of 2. In terms of its 'setting' the site is considered to fall within an area of transition using the features identified in the London Plan. The High Road has some urban characteristics, while the surrounding residential roads have strongly suburban characteristics. Taking these factors into consideration the London Plan density matrix would suggest a range of somewhere between 35 and 170 units per hectare or 150 to 450 habitable rooms per hectare (see table above). Using the approach in the London Plan the 95 dwellings proposed include 329 habitable rooms. As the site has an area of 0.92 hectares this equates to a density of approximately 103 units per hectare and 358 habitable rooms per hectare. The proposal therefore falls within the appropriate density range in respect of the number of units and habitable rooms proposed.

The scheme is considered to comply with the objective of this policy and is found to provide an optimum density of development. The proposal puts forward an acceptable design response which complies with the relevant development plan policies, responds acceptably to the local context and character and takes account of the sites location. Further detail on these specific matters is set out in the report below.

Officers consider the density of development proposed to be acceptable and compliant with the objectives of planning policy. The scheme is not found to represent an overdevelopment of the site.

3.4 Standard of accommodation provided and amenities of future occupiers of the proposed dwellings

Local Plan policies require high quality design in all new development that creates attractive places which are welcoming, accessible and inviting. Policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers. Policy DM02 identifies standards that development will be expected to meet in relation to a number of matters, including the internal floorspace of new dwellings, outdoor amenity space and play space. Policy DM04 states that buildings should be designed to minimise exposure to air pollutants. The same policy states that proposals to locate noise sensitive development in areas with high levels of noise will not normally be permitted and also that the mitigation of any noise impacts will be expected where appropriate.

The London Plan contains a number of policies relevant to the provision of adequate amenities for future occupiers of new dwellings. These include requirements to provide high quality indoor and outdoor spaces, set minimum internal space standards for different types of unit and seek accommodation which has an appropriate layout and meets the needs of its occupiers over their lifetime.

The council has adopted SPD's (entitled Sustainable Design and Construction and Residential Design Guidance) providing more detailed guidance on a range of matters related to creating new dwellings that have adequate amenities for their future occupiers. The Mayor has also adopted SPG's (entitled Housing and Shaping Neighbourhoods: Play and Informal Recreation) providing detailed guidance on issue related to designing new housing to achieve acceptable amenities for its future occupiers.

Dwelling size

The London Plan and the associated Mayoral SPG document 'Housing' identify a minimum gross internal floor area for different types of dwelling. These are set out below for the types of dwelling proposed in this application. As the documents do not put forward standards for houses with four floors of accommodation (such as those proposed) the standards identified for 3 storey houses have been used.

Minimum Space standards for new development

	Dwelling type (bedroom/persons-bed spaces)	Gross Internal Area (m ²)
Flats	1 bedroom 2 person	50
	2 bedroom 3 person	61
	2 bedroom 4 person	70
	3 bedroom 5 person	86
	3 bedroom 6 person	95
3 Storey Houses	3 bedroom 6 person	111
	4 bedroom 8 person	133

All of the flats proposed would have a gross internal floor area which meets or exceeded the requirements for a dwelling of that type. All of the houses proposed would have a gross internal floor area which exceeds the requirements for a dwelling of that type. The proposal is therefore considered to be acceptable in this regard.

Dwelling outlook

Development plan policy requires that new dwellings are provided with adequate outlook. The design approach proposed maximizes the outlook of occupiers of the new dwellings, while also taking account of the need to prevent unacceptable levels of overlooking at neighbouring properties. An example of a way in which this is achieved is the careful siting an orientation of windows in the proposed buildings. It is considered that each of the dwellings proposed in this instance has an acceptable outlook.

External amenity space provision

All of the houses proposed would have their own private rear garden. In each case this would be of sufficient size (70m² or 85m² depending on the number of habitable rooms in the house concerned) to meet or exceed the

requirements of Barnet Local Plan policies and guidance (set out in the Sustainable Design and Construction SPD) on the provision of amenity space for houses.

All of the flats proposed would have access to their own private amenity space in the form of a balcony, winter garden or terrace. In each case this would be of sufficient size to meet or exceed the requirements of Mayoral guidance on the provision of private external amenity areas (5m² for 2 person dwellings with an extra 1m² for each additional bed space) for the different sizes of flat proposed.

Using the Barnet standard of providing 5m² of usable external amenity space per habitable room (including kitchens over 13m² and with rooms over 20m² counting as two rooms) for flats, the development would be required to provide approximately an extra 846m² of external amenity space in addition to the balcony, terrace and winter garden space proposed (which collectively cover an area approximately 894m² in total) to comply with guidance set out in the Barnet Sustainable Design and Construction SPD. The scheme seeks to meet this requirement through the creation of five communal garden areas within the application site. Four of these garden areas provide a sufficient quality of environment to be considered 'usable amenity space' in the sense intended by the guidance. These four spaces would cover an area of approximately 1055m² in total and include areas of lawn, trees and hedges, seating and play features, such as boulders and stepping logs (the precise details of which are to be agreed under the conditions recommended). The design and size of these four gardens is considered to be such that they would provide sufficient external amenity space to exceed the requirements of Barnet guidance for the flats proposed. The proposal is therefore considered to be acceptable in this regard. The scheme includes an additional area of landscaped communal garden, which would also be available to the future occupiers of the dwellings proposed (and cover an area approximately 130m² in size). However, this has not been counted as 'usable amenity space' for the purposes of assessment against the Barnet guidance requirements as it would suffer overshadowing for significant periods of time throughout the year.

London Plan policy 3.6 states that proposals for housing should make provision for play and informal recreation based on the expected child population generated and an assessment of future needs. Using the approach to play space provision requirements in Mayoral guidance the scheme proposed would be expected to provide approximately 231m² of play space. The proposed scheme includes two areas of communal amenity space that would be designed specifically to include play features. These cover a combined area of approximately 500m² in size and the conditions recommended include controls to ensure that the spaces concerned would be implemented in a suitable manner. Subject to these controls the scheme is found to be compliant with London Plan policy 3.6 and acceptable in terms of the provision of play space.

It is noted that comment has been made that the space on the western most part of the site should be opened up to residents in the surrounding area as a public open space. While this point is acknowledged the site is not in a location that has been identified as being deficient in public open space. In circumstances such as this officers do not consider that it would be justified to

require a proposal of the nature put forward to deliver a new area of public open space.

Privacy and overlooking

The distance between directly facing windows to habitable rooms in the new dwellings would not be less than 24m. The only exceptions to this are secondary windows to habitable rooms and conditions have been recommended to ensure that these are installed with obscured glass and are fixed shut (or have only a fanlight opening). The distance from a habitable room window to a directly facing private external amenity area (garden, balcony or terrace) within the development would not be less than 22m. As with the window to window distance the only exceptions to this are in circumstances where suitable privacy screening can be provided (and conditions have been recommended to ensure that this is delivered). The proposal would therefore comply with the requirement (as set out in the Barnet Residential Design Guidance SPD) that in new residential development there should be a minimum distance of about 21m between properties with facing windows to habitable rooms and 10.5m to a neighbouring garden.

Subject to the conditions recommended it is considered that the design and layout of the windows, doors and external amenity areas in the proposal are such that the new residential units would all be provided with an adequate level of privacy and not suffer unacceptable overlooking. The proposal is therefore found to be acceptable in this regard.

Daylight and sunlight

The submission documents include an assessment of the daylight and sunlight that would be received in the habitable rooms of the dwellings proposed. This was carried out by Schroeders Begg Ltd. Using the methodology found in the latest guidance (published in 2011) from the Building Research Establishment (BRE) on how to assess the daylight received in new dwellings (with a measure known as Average Daylight Factors) the evaluation found that all of the habitable rooms assessed would meet the relevant standards. The report also finds that the development would achieve good levels of sunlight using the standards identified in the BRE guidance, with some rooms achieving excellent sunlight availability. The proposal is found to be acceptable in these regards.

Noise and air quality

The design and layout of the buildings and spaces proposed on the site has been heavily influenced by the need to create an acceptable noise and air quality environment for future occupiers of the proposed dwellings. Examples of this include the use of winter gardens to provide the private external amenity space for the flats proposed along the High Road and the positioning of the tallest blocks of flats along the High Road so that they shield the remainder of the site and assist in allowing the provision of new areas of communal external amenity space and play space with a suitable quality of environment.

In addition to this conditions have been recommended which require the development to be constructed and managed in ways that provide future occupiers of the proposed dwellings with an acceptable noise and air quality environment, as far as is practicable, taking account of the environment and uses surrounding the application site. Examples of measures include the installation of appropriate ventilation equipment and inclusion of adequate

sound proofing. The Council's Environmental Health Service has not raised any objection to the scheme, subject to the imposition of the conditions recommended. When account is taken of the mitigation that the conditions recommended would allow, the proposal is found to be acceptable in respect of the noise and air quality environment that it would provide for the occupiers of the dwellings proposed.

Conclusions on the amenities of future occupiers

The scheme is found to be compliant with development plan policy as it relates to the amenities of the future occupiers of the dwellings proposed and the design approach is considered to provide future occupiers with acceptable amenities.

For the reasons set out above Officers consider that the proposal has overcome the Planning and Environment Committee's reason for refusal of the previous application (reference F/00241/08) at the site on the grounds of unacceptable impacts on the amenities of neighbouring occupiers.

3.5 Design and character matters:

The National Planning Policy Framework 2012 makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors, securing high quality design goes beyond aesthetic considerations.

Local Plan policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The London Plan also contains a number of relevant policies on character, design and landscaping. Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

The buildings and spaces proposed in the scheme are considered to respond positively to their context and have an acceptable relationship with the neighbouring buildings, streets and spaces, including the properties in Limes Avenue, Highwood Avenue and the High Road. They are also of a suitable design quality in their own right. This position has been achieved in a number of ways.

In general terms the layout proposed results in the parts of the site adjacent to the High Road being developed with the tallest buildings containing flats. The height of buildings proposed along the High Road, which comprises 4 storeys with a pitched roof that would contain accommodation (and result in buildings with five floors of accommodation in total), is broadly consistent with the scale of a number of other existing and proposed buildings along this part of the street. Both the existing Solar House (915 High Road) and the building approved (which is currently under construction) at the former Furnitureland site (886-902 High Road) comprise buildings with 5 floors. The gap between the two buildings proposed on the sites High Road frontage, at the point of the vehicular access, is considered to be of a suitable order that it provides an adequate break in the built form sought and prevents a 'canyon effect' in this part of the High Road. The gap also assists in creating a layout which is generally consistent with the street pattern found in the wider surrounding area. The approach to the ground floor of these buildings is considered to create a better designed and more active length of frontage than the blank wall which runs along much of this length of road at present. This is achieved through the inclusion of features such as entrances to building cores, openings (which are timber framed and glazed) through to the ground floor undercroft car park and additional 'false' entrances.

To the west of the High Road frontage the scale of built form proposed on the site reduces down to buildings with three floors of accommodation for the flats and buildings with four floors of accommodation for the houses. On this part of the site the flats would be in three storey buildings with a shallow pitched roof that would not provide accommodation. The houses are proposed as three storey buildings with an additional fourth level of accommodation provided in the pitched roof. This approach is considered to deliver an acceptable design response that would adequately reduce the size, scale, bulk and mass of buildings proposed away from the High Road and create a scheme that has an acceptable relationship with the parts of the site that have a suburban residential context.

It is noted that a number of responses to the consultation have been received specifically expressing concerns about the impacts arising from proposed buildings around existing properties in Highwood Avenue, particularly the wing of 6 flats which would have a pedestrian access onto Highwood Avenue (Block C). These suggest that the proposed buildings have an excessive size and height, are inappropriately sited and would be harmful to the character and streetscene of Highwood Avenue. It is suggested that Block C should be redesigned so that it does not have any direct access onto Highwood Avenue (the proposed access would only be for pedestrians), comprises houses and is reduced in size. Officers consider that the buildings proposed on this part of the site have an acceptable design and appropriate relationship to the existing properties in Highwood Avenue. It is found that they would not result in any unacceptable character or streetscene impacts on Highwood Avenue. The size and scale of the new building proposed at the eastern end of Highwood Avenue (Block C) specifically is considered to deliver an acceptable transition between the character of the High Road and the suburban housing in Highwood Avenue. This three storey wing of 6 flats would have a pitched roof and be detailed in a traditional design approach of a suitable quality. Officers do not considered that there is any design or other planning basis for this block not to have direct pedestrian (only) access onto Highwood Avenue or

for the principle of flats to be found unacceptable in this location. On this point specifically it is noted that Highwood Avenue already contains examples of properties in use as flats. The impacts of the proposal from a neighbour amenity and transport perspective are assessed in sections 3.6 and 3.9 of this report respectively.

In terms of their more detailed design and appearance, the buildings proposed take an approach inspired by the traditional architecture of Finchley. This includes features such as predominantly brick elevations; substantial pitched roofs with clay and slate tiles and brick chimneys; timber framed doors and windows; bay windows; and the use of brick and stone detailing. Such features are considered to be a positive aspect of the scheme and conditions have been recommended to ensure that the high quality of detailed design shown at this stage is carried on into the implementation of the scheme.

The new buildings within the site include adequate spaces between both themselves and existing surrounding properties, have private rear gardens for each of the new houses, include suitable new landscaped areas and features (see other sections of this report of further detail) and have a significant proportion of the parking proposed in an undercroft beneath the flats fronting onto the High Road. This aspect of the design in particular reduces the impact of the proposed parking on the design of the rest of the site. The scheme is found to provide an acceptable approach to the design and layout of development at the site.

A number of comments have been received about the way in which the site should be enclosed. The application drawings show that the boundary wall for the site along the end of the rear gardens of the even numbered houses in Limes Avenue would be 3m high. They also indicate that the communal garden situated at the east side of the junction of Limes Avenue and Highwood Avenue would be enclosed with 1.2m high railings and hedge. The majority of the remaining parts of the site that would directly adjoin neighbouring properties are shown as enclosed with 2m high wall. Where it fronts onto the east end of Highwood Avenue the site would be enclosed by a wall up to 0.9m in height. The heights proposed for the means of enclosure surrounding the site are found to be acceptable subject to the controls in place on other elements of the design of these structures under the conditions recommended. With these conditions the means of enclosure proposed for the site are found to be compliant with the objectives of development plan policy.

Subject to the conditions recommended the proposal is found to be acceptable and compliant with development plan policies as they relate to design, appearance and character matters. Landscaping matters are addressed in section 3.8 of this report.

For the reasons set out above officers consider that the proposal has overcome the Planning and Environment Committee's reason for refusing the previous application (reference F/00241/08) at the site on the grounds of its design, size, height, bulk, mass and layout and the adverse impacts it would have had on the character and appearance of the surrounding area. It is also recognised that the development proposed under the current application is significantly different from that for which consent was previously refused. Differences include a reduction in the maximum height of built form from 6

floors of accommodation to 5, a changed layout and a substantial reduction in the overall number of new units proposed, from 177 dwellings to 95. The result of these differences is that the design of the development now proposed has improved substantially when compared to the proposal previously considered by committee.

It is noted that concerns have been expressed that the submission made should have included a model and further 3D representations of the scheme. The submission made includes floor plans, elevations and site sections for the development proposed. Officers consider this to be sufficient for the purposes of the assessment of the application. It is also noted that the Design and Access Statement submitted contains 3D visualisations of the proposed scheme.

3.6 Impacts on amenities of neighbouring and surrounding occupiers and users:

Local Plan policies seek broadly to promote quality environments and protect the amenity of neighbouring occupiers and users through requiring a high standard of design in new development. More specifically policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users. Policy DM04 identifies that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted.

Barnet's Adopted Residential Design Guidance SPD (adopted April 2013) provides further guidance on safeguarding the amenities of neighbouring and surrounding occupiers and users. This includes identifying that in new residential development there should be a minimum distance of about 21m between properties with facing windows to habitable rooms and a distance of 10.5m to a neighbouring garden, in order to avoid overlooking.

It is noted that objections have been received from a number of parties expressing concerns that the proposed development would be detrimental to the amenities of neighbouring and surrounding occupiers and users in a variety of ways. These include loss of light, overshadowing visual impact, increased noise, disturbance and pollution, overlooking and loss of privacy. Concerns over impacts on the security of neighbouring properties have also been raised. These are responded to in section 3.12 of this report.

Overlooking and loss of privacy

The development proposed does not include windows to habitable rooms which directly face existing habitable windows in neighbouring residential buildings that are set apart a distance of less than 21m. Distances from directly facing habitable windows in the development proposed to a neighbouring properties garden are not less than 12m.

It is recognised that a small number of the dwellings proposed have balconies which could potentially result in a degree of overlooking of neighbouring properties in Limes Avenue and Highwood Avenue if no mitigation were provided. The application proposes to address this through the use of privacy screens in the locations concerned and provides details of how these could be implemented. Given the importance of this issue conditions have been recommended to require the privacy screens to be implemented in full accordance with details that have previously been approved by the Local Planning Authority and maintained as such thereafter. With this condition the

development would comply with the specific privacy distances set out in the Barnet Residential Design Guidance SPD. This potential issue is therefore considered to be fully addressed by the controls recommended.

To ensure new windows are not introduced under permitted development which would result in the proposal then causing unacceptable overlooking of neighbouring properties and their gardens conditions have been recommended which removes permitted development rights to carry out such works.

Subject to the controls in place under the conditions recommended it is concluded that the design and layout of the proposal is such that the development would not result in unacceptable levels of overlooking and loss of privacy at the neighbouring properties and would comply with development plan policy and planning guidance in these regards.

Daylight, sunlight and overshadowing

The application is accompanied by an assessment (prepared by Schroeders Begg Ltd.) of the proposals impact on the neighbouring residential properties by reference to the methodologies found in the Building Research Establishment (BRE) publication '*Site Layout Planning for Daylight and Sunlight, a Guide to Good Practice*'. This report concludes that the criteria relating to daylight, sunlight and overshadowing would be met and that there would be no noticeable adverse affects in terms of daylight, sunlight or overshadowing at neighbouring residential properties using the BRE methodology. It is noted that there would be adverse impacts on a small number of windows at neighbouring properties. However, the windows concerned are either windows to non-habitable rooms or secondary windows and it is not considered that a refusal of the application on the basis of such impacts would be justified. Officers accept the findings of the assessment submitted and conclude that the application is acceptable in terms of its impact on daylight, sunlight and overshadowing at neighbouring properties.

Outlook and visual impact

The documents submitted with the application include plans showing the impact of the proposed development from key locations within the area surrounding the site and also show the relationship of the proposed buildings with neighbouring properties and spaces. It is considered that the design, size and siting of the proposed buildings is such that they would not have an unacceptable visual impact or result in any significant loss of outlook at neighbouring properties including dwellings in Limes Avenue, Highwood Avenue and the High Road. The application is therefore considered to be acceptable and compliant with development plan policy in these regards.

The proposed buildings situated closest to the curtilages of existing neighbouring dwellings would be a proposed terrace house (plot 87) located to the east of the gardens of 16 and 18 Limes Avenue. The minimum distance from the flank wall of the new building to the neighbouring garden in this case is approximately 1m. The siting and size of the proposed terraced house in this case (plot 87) and the length of the gardens at 16 and 18 Limes Avenue is considered to be such that the development would not result in any unacceptable visual impacts or significant loss of outlook at the properties in Limes Avenue. In coming to these conclusions on outlook and visual impact account has been taken of the substantial buildings which exist on the western

part of the application site at present and the visual impact these structures currently have on neighbouring properties.

Noise and disturbance

The residential dwellings proposed in the development are of a nature that they would not be expected to generate unacceptably high levels of noise and disturbance to an extent that they would harm the amenities of the occupiers of neighbouring properties (which include residential uses) in the normal course of their occupation. Conditions have been recommended to ensure that the construction of the development does not result in unacceptable levels of noise and disturbance and to minimise the amenity impacts arising from the construction of the development more widely. These include the carrying out of the works within certain hours and in accordance with a Construction Management and Logistics Plan that has been previously agreed with the Local Planning Authority.

Air quality

Barnet Local Plan policies seek to ensure that new development is not contributing to poor air quality. It is noted that the part of the application site which is situated alongside the High Road is a location within the borough where European Union Standards for air quality in respect of Nitrogen Dioxide levels are exceeded (other parts of the borough also exceed the relevant standard for finer particulate matter (PM₁₀) but this is not the case here). This is typical of several major roads in the borough and also many other major roads in London more widely.

The application is accompanied by a Local Air Quality Assessment. This report concludes that the operational phase of the proposal would not have any perceptible impacts on Nitrogen Dioxide levels compared to a scenario in which the development was not built. Officers in the Council's Environmental Health Service have carefully assessed the proposal and the submission documents and concluded that the nature of the scheme is such that it would not be expected to result in any significant adverse impacts on air quality (including Nitrogen Dioxide levels) during its operational phase. The same conclusion is reached when the air quality impacts of the development proposed are considered cumulatively with the expected air quality impacts of other committed developments in the surrounding area. The proposal is therefore found to be acceptable in this regard.

Conditions have been recommended to ensure that the construction of the development does not result in unacceptable air quality impacts. These include the carrying out of the works in accordance with a Construction Management and Logistics Plan that has been previously agreed with the Local Planning Authority.

Conclusions

The proposed development is considered to be acceptable and compliant with the relevant development plan policies as they relate to the protection of the amenities of neighbouring and surrounding occupiers and users.

For the reasons set out above officers consider that the proposal has overcome the Planning and Environment Committee's reason for refusing the previous application (reference F/00241/08) at the site on the grounds of unacceptable impacts on the amenities of neighbouring occupiers.

It is recognised that comments have been received from residents that the applicant should provide details of how current boundaries will be protected and maintained and guarantees for compensation or rectification in the event that utilities are affected or property is damaged (for example impacts on drainage, plants and trees, water pressure and the causing of structural damage through changes to the water table). Officers consider that the controls on the development recommended go as far as the planning system legitimately can in addressing these types of issues. Many of the points made are private matters that are not appropriate for regulation using planning legislation.

3.7 Affordable Housing

London Plan Policy 3.12 requires the maximum reasonable amount of affordable housing to be sought when negotiating on individual residential schemes, having regard to:

- Current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11.
- Affordable housing targets adopted in line with Policy 3.11.
- The need to encourage rather than restrain residential development (Policy 3.3).
- The need to promote mixed and balanced communities (Policy 3.9).
- The size and type of affordable housing needed in particular locations.
- The specific circumstances of individual sites.
- The resources available to fund affordable housing and maximise affordable housing output
- The priority accorded to family housing provision

It suggests that negotiations should take account of a sites individual circumstances, including development viability, the resources available from registered providers, the implications of phased development and other scheme requirements. It also makes it clear that affordable housing should normally be provided on site and off site contributions to affordable housing will only be accepted in exceptional circumstances.

This approach is reflected in Local Plan policy DM10 which requires the maximum reasonable amount of affordable housing to be provided on site, subject to viability, having regard to a borough wide target that 40% of housing provision should be affordable. Local Plan policy CS4 identifies that on sites which are suitable for the provision of an element of affordable housing the Council may exceptional accept the provision of off site affordable housing or a commuted payment instead of such provision.

The proposal would provide a total of 12 affordable housing units on site with the following mix of dwellings types:

12 Intermediate (Shared Ownership) units in total comprising:-

12 x two bedroom four person flats

This provision equates to approximately 12.6% of the total dwellings proposed and 10.9% of the total habitable rooms proposed in the development.

In addition to this the application also proposes to deliver 6 Affordable Rented units at 1230 High Road, Whetstone. These would comprise 5 x two bedroom three person flats and 1 x two bedroom four person flat. This is anticipated to take place through the conversion of 6 units at the site which currently have funding to be Intermediate (Shared Ownership) affordable housing units (with the same mix of dwelling types).

To explain and justify this level of contribution Berkeley Homes have submitted a confidential report which evaluates the economic viability of the proposed development making a contribution to affordable housing provision. The Council then commissioned BNP Paribas to independently review the viability report provided and examine its findings.

Taking account of the costs associated with bringing the development forward, including the associated planning obligations and likely CIL payments, and the value that the applicant would be likely to generate from the scheme, BNP Paribas conclude that proposed contribution represents the maximum reasonable amount of affordable housing that it is financially viable for the development to provide.

While development plan policy identifies that an off site contribution to affordable housing provision will only be acceptable in exceptional circumstances, it has been shown (through the review of the schemes viability) that in this instance the off site contribution proposed results in a greater contribution to affordable housing provision than a solely on-site approach would viably deliver. The proposed approach also ensures that the scheme makes a contribution to both Intermediate (shared ownership) and Affordable Rented affordable housing provision and that it delivers this in parts of the borough (North Finchley and Whetstone) with a significant demand for affordable housing.

For these reasons in this instance the proposed contribution to affordable housing is considered to be acceptable and compliant with the objectives of planning policies. As set out in section 3.2 of this report the mix of affordable dwellings proposed is considered to be acceptable.

3.8 Trees and Landscaping:

Policy DM01 identifies that proposals will be required to include hard and soft landscaping that:

- Is well laid out in terms of access, car parking and landscaping.
- Considers the impact of hardstandings on character.
- Achieves a suitable visual setting for buildings.
- Provides appropriate levels of new habitat including tree and shrub planting.
- Contributes to biodiversity including the retention of existing wildlife habitat and trees.
- Adequately protects existing trees and their root systems.
- Makes a positive contribution to the surrounding area.

The policy also states that trees should be safeguarded and when protected trees are to be felled the council will, where appropriate, require replanting with trees of an appropriate size and species.

The development proposed would result in the removal of all 23 of the existing live trees from the site and one additional dead tree. 4 of these (all Ash trees) are covered by a Tree Preservation Order (TPO). The remaining 20 trees are all classified as either grade C or U using the chart on tree quality assessment found in the BS5837:2012. The scheme includes the planting of 61 new trees to mitigate the trees which would be lost through the proposed works (including the trees with a preservation order protecting them) and also as part of providing suitable landscaping for the development more widely.

It is accepted that the removal of the 23 live trees, including the 4 covered by a preservation order, is unfortunate. However, Officers in the Councils Trees Team have confirmed that in this instance the condition and quality of the trees on the site (including the TPO trees) is such that they would not object to their removal, subject to the provision of suitable replacement planting. Officers consider that the new trees proposed as part of the landscaping works provide acceptable mitigation for the trees which would be lost and that the scheme would in fact enhance the landscaping at the site relative to the current position. Conditions have been recommended to ensure that the trees and wider landscaping implemented would be of a sufficient quality, including new trees of a suitable size and species. Subject to these conditions officers take the view that appropriate consideration has been given to the existing trees on the site.

More generally the landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces (including new areas of lawn and shrub planting) and provides an appropriate setting for the buildings proposed. Conditions have been recommended to ensure that the landscaping finally installed is of an appropriate design and quality and makes a positive contribution to the area, including assisting in the creation of a safe and secure environment.

The application does not propose the removal of any trees outside the application site. Conditions have been recommended to ensure that appropriate measures are taken to protect trees in the area surrounding the application site, including the existing street tree found on the eastern side of the junction of Limes Avenue and Highwood Avenue.

Matters relating to access, parking biodiversity and habitat provision are addressed in other sections of this report in full. However, in each of these regards the landscaping proposed is found to be acceptable.

It is concluded that the development provides more than adequate mitigation for the trees which would be lost as part of the works proposed and that the scheme is acceptable and compliant with development plan policy in respect of tree and landscaping matters.

3.9 Transport, parking and highways matters:

Policy context

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking

standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Major development proposals with the potential for significant trip generation will be expected to be in locations which are, or will be made, highly accessible by a range of modes of transport and supported by a Transport Assessment that fully assesses the transport implications of the development across all modes. Schemes are also required to implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets.

Parking provision

The car parking standards for residential development, as set out in the Barnet Local Plan, recommend a range of parking provision for new dwellings based on the on a sites Public Transport Accessibility Level (PTAL) and the type of unit proposed. For the different types of unit the range of provision is as follows:

Four or more bedroom units - 2.0 to 1.5 parking spaces per unit
Two and three bedroom units - 1.5 to 1.0 parking spaces per unit
One bedroom units - 1.0 to less than 1.0 parking space per unit

For higher PTAL scores the parking requirement would be expected to be at the lower end of the range. For lower PTAL scores parking provision at the higher end of the range would be required. The PTAL Score for the site is 2.

Using the standards set out in the Barnet Local Plan the development proposed generates a car parking provision of between 86.5 to 141 car parking spaces (depending on the PTAL score for the site). The proposed parking provision of 114 spaces is therefore within the range that planning policies would expect to be provided.

Although it is within the appropriate range the proposed parking provision is towards the lower end of what would be expected for a site with a PTAL score of 2. In the absence of any further controls the proposal could therefore result in overspill parking and increased demand for on-street parking spaces in the surrounding area. Observations by Traffic and Development Officers suggest that there is already parking pressure on roads in the vicinity of the site. In light of these circumstances it is considered necessary to restrict the occupiers of the new development from purchasing parking permits within the North Finchley Controlled Parking Zone (within which the application site is located). A planning obligation to this effect has therefore been recommended (including a contribution of £2000 to cover the associated cost of amending the relevant Traffic Management Order).

Conditions have been recommended to ensure that the parking spaces proposed are provided prior to the occupation of the development and allocated and managed in an appropriate way. A condition and planning

obligation requiring the provision of a Travel Plan have been recommended. These will assist in encouraging travel by non-car modes of transport. A contribution of £15000 to upgrade a bus shelter adjacent the site (on the A1000) has been agreed with the applicant. This improved facility would also assist in encouraging the use of public transport for journeys associated with the new development and reduce reliance upon the car. Subject to the controls in place under the conditions and obligations recommended the provision of 114 car parking spaces for the development is considered to be acceptable and compliant with the objectives of development plan policy.

Policies require that developments provide 10% of the car parking spaces proposed in a scheme to a disabled parking space standard. The application intends to provide 12 of the 114 spaces proposed to a disabled parking space standard. This is considered to be acceptable and compliant with the requirements of development plan policies. It is noted that Transport for London has recommended that a car club space be provided. However, it is not considered that the provision of this facility is necessary for the development to be acceptable in this instance. As such, while the applicant may choose to include a car club space in the development, no controls to specifically require this have been recommended.

Policies require that developments provide 1 in 5 parking spaces are provided with electric vehicle charging points (EVCP). The applicant has confirmed that 23 (20%) of the 114 parking spaces proposed will be provided with EVCP and that a further 20% of the parking spaces proposed would have passive EVCP provision. A condition has been recommended to ensure that suitable EVCP facilities are delivered as part of the development. Subject to this condition the scheme is found to comply with planning policy in this regard. The applicant has also confirmed that facilities for the parking of 133 cycles will be provided. This level of provision is considered to be acceptable and policy compliant and a condition has been recommended to ensure it is carried through into the implementation of the scheme.

It is noted that a number of objections have been received that the development has inadequate parking and would result in an unacceptable adverse impacts on the road network surrounding the site and the amenities of neighbouring occupiers. However, for the reasons outlined, it is considered that the proposed development, as could be controlled through the conditions and planning obligations recommended, is acceptable in respect of parking matters.

Access and site layout

A single gated vehicular access is proposed for the development. This would be located on the High Road (A1000) in the same position as the existing vehicular access for the site on this road. The existing access for the site at the junction of Limes Avenue and Highwood Avenue would be closed as part of the works proposed under the application. This change and the associated realignment of the public footway would need to be carried out through an agreement under Section 278 of the Highways Act. Having vehicular access to the proposed development solely from a point on the High Road is a key part of the way in which the highways impacts of the scheme on Highwood Avenue and Limes Avenue would be limited. As such a planning obligation has been recommended to ensure these changes are delivered as part of the development. Council Highway Officers conclude that the layout proposed

does not present any defects that would raise a highway safety concern. As such the small increase in traffic that the development is anticipated to generate (see below) is unlikely to have any detrimental impact on highway safety and the proposal is found to be acceptable in this regard.

It is noted that comments have been received which put forward a range of different potential measures to mitigate the transport and highways impacts of the development. These include the:

- Installation of traffic lights at the junction of Highwood Avenue and the High Road.
- Introducing a new pedestrian crossing.
- Making Limes Avenue and Highwood Avenue a one way road.
- Install traffic calming measures in the surrounding area.

It is not considered that such measures are necessary for the development proposed to be acceptable and they do not form part of the proposal under consideration.

The application seeks the provision of all 114 of the parking spaces proposed on communal parts of the site, including spaces at surface level and spaces provided in an undercroft area across the ground floor of the two buildings fronting on to the High Road. Conditions have been recommended to ensure that the parking facilities implemented would be acceptable in the relevant regards.

Provision has been made within the site layout for a refuse vehicle to enter the site off the High Road, make an appropriate turning manoeuvre and exit the site in a forward gear. This approach is found to be acceptable. A condition has been included in those recommended to ensure that appropriate refuse and recycling facilities are delivered within the development.

Pedestrian access to the site would be possible through the main gated (also vehicular) access point on the High Road. In addition to this there would be four further solely pedestrian access points for the site along the length of the High Road. These would provide access to the cores of the buildings in this location. It is also proposed to provide a single solely pedestrian access point for the development from the eastern end of Highwood Avenue. This would provide pedestrian only access to the 6 flats proposed on this part of the site (Block C). It is noted that concerns have been raised about the inclusion of pedestrian access to the site from Highwood Avenue. However, this approach is found to provide an acceptable urban design response that would offer the correct balance between creating a development with a suitable frontage to Highwood Avenue and not encouraging levels of activity in the streets surrounding the site which could be detrimental to the amenities of the occupiers of properties in these roads.

Trip generation

Manual classified counts were undertaken in January 2008 at the application sites High Road access point to ascertain the trip generation for the existing development while it was in use by the Metropolitan Police. The table below summarises the survey results for trips to and from the site during peak hours. The two way trips for the AM Peak (08.00 to 09.00) and PM Peak (17.00 to 18.00) on the public highway at that time were 14 and 9 respectively.

Trip generation for the site while in use by the Metropolitan
Police:

Peak Hour	Entry (No. of Vehicles)			Exit (No. of Vehicles)		
	Car	LGV*	MC**	Car	LGV*	MC**
07:00 – 08:00	7	1	0	0	0	0
08:00 – 09:00	8	2	0	3	1	0
09:00 – 10:00	24	2	1	6	1	0
TOTAL	39	5	1	9	2	0
16:00 – 17:00	4	0	0	6	0	0
17:00 – 18:00	1	3	0	5	0	0
18:00 – 19:00	4	1	0	16	2	0
TOTAL	9	4	0	27	2	0

LGV* = Light Goods Vehicles

MC** = Motor Cycles

Source: Count On Us Surveys Conducted Thursday 31st January 2008

A traffic survey was undertaken by the applicant's transport consultant in 2013 to ascertain the peak hours for the local road network at that time. The peak hours occurred between 08:00 and 09:00 during the AM and 17:15 and 18:15 during the PM. The transport consultants have then used the TRAVL data base (which is an accepted tool) to establish peak hour vehicular trip generation for the development proposed. The predicted vehicular trip generation for development in the AM and PM peaks using this method are set out in the table below:

Predicted vehicular trip generation for the proposed development:

Proposed Development Trips	Arrivals	Departures	2-way
AM (8.00 – 9.00)	6	15	21
PM (17.15 – 18.15)	11	8	19

As the site is currently vacant (and therefore there are presently no vehicular movements) the anticipated net change in vehicular trip generation following the development is a net increase equal to the trip generation associated with the proposed development. This is summarised in the table below:

Predicted net change in vehicular trip generation with the development
proposed:

Proposed Development Trips	Arrivals	Departures	2-way
AM (8.00 – 9.00)	+6	+15	+21
PM (17.15 – 18.15)	+11	+8	+19

The above analysis shows that there will be a net increase in trips generated by the proposal, particularly when it is compared to the currently vacant site. However, the trip generation by the development is found to be comparable to the two way trips generation by the site when it was in use by the Metropolitan Police. The increase in vehicular trip generation associated with the development proposed also needs to be considered in the context of the

existing traffic flows at the site. The traffic survey carried out by the applicant's transport consultants found that on the High Road (A1000) in the vicinity of the site the observed traffic flows were approximately:

- 830 vehicles in a northbound direction and 770 vehicles in a southbound direction during the AM Peak.
- 860 vehicles in a northbound direction and 720 vehicles in a southbound direction in the PM Peak.

When the predicted gain in vehicular trips associated with the development proposed are considered against the vehicular trip generation by the site when in its last lawful use by the Metropolitan Police and in the context of the traffic flows on the High Road it is found that the impact of the additional trips generated by the development is likely to be minimal. The development would not be expected to result in any significant detrimental impacts on the local highway network in this regard. As such the proposal is considered to be acceptable and compliant with the objectives of policies in this respect.

It should be recognised that the transport related assessments carried out as part of this current submission consider the nearby 886-902 High Road site (the former Furnitureland site) as a committed development. The conclusions reached by these assessments therefore take account of the transport impacts resulting from the application approved for that site (which is presently being redeveloped). There were no other committed developments in the vicinity of the application site at the time of the preparation of the submission that were considered to have any significant impact on the public highway.

It is noted that TfL have stated that they do not accept mode share estimates directly derived from TRAVL sites and that that Census 2011 data should also apply (see comments summary above). The trip rate calculation within the submission is carried out using the TRAVL database, which uses real data from development travel surveys. Interrogation of the TRAVL database was completed to determine the most suitable sites for comparison and these sites were agreed with Barnet Highway Officers. TRAVL provides modal share percentages for each peak hour and for every development type separately, and then assumptions are made for total trip generation and mode share. However, the mode share information in Census data does not distinguish between development types and is instead a questionnaire response based measure of 'Journeys to Work', rather than all journeys. Census data therefore only provides a general guide to travel mode share (and a good basis for comparing different locations throughout the UK), but cannot be tailored to accurately estimate all journeys from a specific type of development. Nonetheless the applicant's highways consultant has compared the mode share derived using the TRAVL data base and mode share derived using 2011 Census data for the Ward (as suggested by TfL) and demonstrated that the results are comparable. As such the approach used in the submission is found to be acceptable by Barnet Highways Officers.

Junction capacity analysis

The software program PICADY (which is an accepted tool) has been used by the applicant's transport consultant to assess the impact of the development on the capacity of key junctions in the surrounding highway network. The following junctions were assessed in this way.

- High Road (A1000) / Mayfield Avenue / Highwood Avenue
- Current (and proposed) site access / High Road (A1000)
- High Road (A1000) / Woodside Grove

Traffic conditions at the above junctions were tested for the following different scenarios at both the AM and PM Peaks:

- Base Year (2013)
- Opening Year (2014) – without the development
- Opening Year (2014) – with the development
- Assessment Year (2024) – without the development
- Assessment Year (2024) – with the development

The results of this analysis show that all the junctions assessed will operate with significant capacity in the scenarios considered, both with and without the addition of traffic associated with the proposed development.

Travel and construction management plans

A Travel Plan is included in the documentation submitted with the application. Conditions and obligations are recommended to ensure that an acceptable and policy compliant Travel Plan is provided for the development prior to its occupation and that a Travel Plan Champion is appointed. In order to ensure that the objectives of the Travel Plan are met a monitoring contribution of £5,000 is included in part of the planning obligations recommended.

To mitigate any adverse impacts from construction traffic on the road network surrounding the site a Construction Management and Logistics Plan would need to be prepared and implemented in respect of the proposal. A condition to this effect has therefore been recommended.

Parking, highways and transport conclusions

The Council's Traffic and Development Team have assessed the proposal and consider it to be acceptable in all relevant regards. For the reasons outlined above the current scheme is found to have overcome the traffic and highway safety related reason for which the Planning and Environment Committee refused the previous application it considered for this site. The proposal is considered to be acceptable and compliant with the objectives of development plan policy in relation to parking, highways and transport matters subject to the imposition of the conditions and planning obligations recommended.

3.10 Creating inclusive environments for all members of the community:

Planning policies make it clear that new developments should be accessible, usable and permeable for all users. Statements should be submitted with proposals explaining how the principles of inclusive design have been integrated into the development for which consent is sought.

The documents submitted with the application identify a number of ways in which the design of the proposed buildings has been influenced by the desire to make them accessible for all members of the community. The Design and Access Statement provided sets out that all the proposed dwellings would all meet the relevant Lifetime Homes standards. At least 10% of the dwellings proposed (10 in total) would be designed to meet wheelchair accessible

standards or be easily adaptable to meet such requirements and 12 of the parking spaces proposed would be provided to a disabled parking space standard.

Conditions have been recommended to ensure that all the proposed dwellings would meet the relevant Lifetime Homes standards, not less than 10% of the dwellings proposed would meet or be easily adapted to meet wheelchair accessible standards, the site would be developed at appropriate levels and 12 of the parking spaces proposed are provided to a disabled parking space standard. Subject to these controls and the requirements in place under other legislation officers conclude that the design and layout of the proposal is such that it is acceptable in terms of creating a development that is accessible, useable, permeable and inclusive for all members of the community.

3.11 Contaminated land and water quality issues:

The Council's Environmental Health Service has confirmed that any potential concerns they may have regarding contaminated land issues are adequately addressed through the conditions recommended in this respect. The Environment Agency has not raised any objection to the proposal or requested that any conditions be imposed on a grant of consent in terms of contaminated land or water quality matters.

Having evaluated the information submitted, it is considered that the proposal is acceptable and compliant with development plan policy in respect of contaminated land and water quality matters, subject to the conditions recommended.

3.12 Safety and security matters:

Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.

The London Fire and Emergency Planning Authority and Metropolitan Police Service have not raised any objection to the proposal or requested that conditions are placed upon any grant of consent. The Metropolitan Police Service have made comments about the design approach which would be needed for post boxes associated with communal entrances in the scheme and also for the access points to the undercroft parking areas proposed. A condition has been recommended to ensure that the development addresses these points appropriately.

It is recognised that responses to the consultation have been received from residents suggesting that the proposal would have an adverse impact on the security of their property. Officers consider that the approach proposed to the means of enclosing the site (as set out in section 3.5 of this report) combined with suitable landscaping (as would be controlled through the conditions recommended) would ensure that the scheme did not have an adverse impact on the security of neighbouring properties. It is also noted that the Metropolitan Police have not identified any concerns in this regard.

The design and layout of the development proposed is considered to be such that, as controlled through the conditions recommended it would provide a safe and secure environment. The proposal is therefore deemed to be acceptable in respect of providing a safe and secure development with an environment which reduces opportunities for crime and the fear of crime.

3.13 Flooding and water infrastructure matters:

The application site does not fall within an area identified as being at risk of flooding. The Environment Agency has responded to the consultation and has not raised any objection to the proposal or requested any conditions be placed on a grant of consent in respect of flood risk matters. Notwithstanding this a condition has been included in those recommended to ensure that appropriate drainage infrastructure and systems are installed as part of the development.

Thames Water has responded to the consultation and not raised any objections to the proposal. Thames Water have requested that a condition is imposed on any consent granted to ensure that all piling works carried out as part of the implementation of the development take place in accordance with a method statement which has been previously agreed with the Local Planning Authority (in consultation with Thames Water). This is intended to minimise the potential for damage to subsurface sewerage infrastructure in the area and a condition to this effect has been included in those recommended. Thames Water has made a number of other points in respect of waste water and water infrastructure matters and these have been included as informatives.

Although they have not objected to application the Environment Agency has noted that the development is located within an area of water stress and stated that they would expect water efficiency measures to be used in the development. Conditions have been recommended to ensure that water use by the development is minimised and a water usage of not less than 105 litres per head per day is achieved. Subject to these conditions the development is found to be acceptable in this respect. Both businesses potentially supplying water to the development (Affinity and Thames Water) have been consulted on the application and neither has raised any objections to the development in relation to water supply matters or on any other grounds.

The proposal is considered to be acceptable and compliant with planning policies on flooding and water infrastructure matters, subject to the conditions recommended.

3.14 Energy, climate change, biodiversity and sustainable construction matters:

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

Residential developments are currently required to achieve a 25% reduction in carbon dioxide emissions when compared to a building constructed to comply with the 2010 Building Regulations. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

Proposals are expected to comply with the guidance set out in the council's SPD in respect of the level of the 'Code for Sustainable Homes' that is achieved. The council's adopted Sustainable Design and Construction SPD requires that developments of the nature proposed commit to a Code Level 4 or above against the Code for Sustainable Homes.

Carbon dioxide emissions

The application is accompanied by a Sustainability Strategy and a Code for Sustainable Homes Pre-Assessment. These documents set out the applicant's commitment to achieving Level 4 under the Code for Sustainable Homes and demonstrate how this could be achieved. As part of reaching this level under the Code for Sustainable Homes the dwellings proposed will need to achieve an improvement of 25% over the Target Emission Rate under the 2010 Building Regulations. Such an improvement is adequate for the scheme to comply with the requirements of policy on the reduction of carbon dioxide emission. A condition has been recommended to ensure that the development achieves this level of carbon dioxide reductions as a minimum. Subject to this condition the proposal is found to be acceptable and policy compliant in respect of reducing carbon dioxide emissions.

The submission indicates that on site renewable energy generation technologies will not be used in this instance. It is accepted that the introduction of such technologies is not particularly well suited to this scheme and that policy compliant reductions in carbon dioxide emissions can be achieved without their use. As such the scheme is found to be acceptable in this regard.

Other aspects of sustainable design and construction

A Sustainability Statement, prepared by the applicant, has been submitted with the application. This identifies a number of sustainable design features that the proposal would incorporate to develop in a sustainable way, mitigate and adapt to climate change, conserve resources and minimise pollution. These include elements such as measures to reduce water consumption, the provision of appropriate recycling facilities, the inclusion of energy efficiency measures, the use of appropriately sourced materials and the installation of facilities for cyclists.

The submission also includes a preliminary Code for Sustainable Homes assessment for the scheme. This makes it clear that the proposal could meet Code for Sustainable Homes Level 4. It is considered that the details provided in the submission are acceptable in this regard and that the application would result in a development which reaches an appropriate standard in respect of sustainable design and construction matters. To ensure that the commitment to reaching Code Level 4 and certain other key elements of developing sustainably are carried through to implementation conditions on these aspects of the proposal have been recommended. Such an approach allows a degree

of flexibility as to the precise sustainable design and construction measures to be incorporated in the development, while ensuring that, taken in the round, the scheme achieves an appropriate level of sustainability.

To address policies on urban greening specifically the development includes areas of planting and soft landscaping at a ground level, including new areas of communal amenity space and private rear gardens for each of the houses proposed. Conditions have been recommended to ensure that the site is appropriately landscaped at the implementation stage of the development (landscaping is addressed in greater detail in section 3.8 of this report).

Biodiversity matters

Natural England has responded to the consultation on the application and confirmed that it does not have any objection to the proposal. However, it has advised that the council should consider requesting biodiversity enhancements in relation to both bats and birds. Conditions have been recommended to ensure that the scheme implemented provides on site biodiversity enhancements in respect of bats and birds. It would be expected that this include features such as the installation of bat and bird boxes and the use of appropriate landscaping.

Although it was not raised as an issue by Natural England the existing site contains areas which could provide suitable habitats for nesting birds. A condition has therefore been recommended to ensure that suitable measures are taken to prevent unacceptable impacts on nesting birds during the construction phase of the development.

The tree and wider landscaping conditions recommended are considered sufficient to ensure that this aspect of the scheme makes appropriate contributions to biodiversity and provides suitable levels of habitat.

Subject to the controls in place under the conditions recommended and the requirements in place under other legislation the proposal is found to be acceptable and compliant with policy on biodiversity and nature conservation matters.

3.15 Environmental Impact Assessment Regulations:

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'. The site identified in the plans accompanying the application is not considered to be in or partly in a sensitive area as defined in Regulation 2. As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 0.5 hectares. The area of development identified in the information submitted exceeds this threshold. The proposal is therefore Schedule 2 development.

The characteristics, location and the impacts of the development proposed are described in significant detail in other sections of this report and so are not repeated here. Having considered the characteristics of the development, the

location of the development and the characteristics of the potential impacts of the proposal (the criteria set out in Schedule 3 of the Regulations) it is concluded that in each of these respects and taken in totality the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations. It is considered that the proposal is not a major development which is of more than local importance, is not a proposal situated in (or partially within) a particularly environmentally sensitive or vulnerable location and is not a development with unusually complex or potentially hazardous environmental effects. This is considered to support the conclusion that the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

Taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

3.16 Planning obligation matters:

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.

In accordance with development plan policies the following obligations are required to be secured through a legal agreement with the developer. It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.

Amendment to Local Traffic Order

A planning obligation has been recommended to ensure that an amendment is made to the existing Traffic Management Order to prevent the future occupiers of the dwellings within the proposed development from applying for or being issued with permits for the North Finchley Controlled Parking Zone. A contribution of **£2000** to cover the administrative costs of making this amendment to the Traffic Management Order is also sought. This matter is discussed in greater detail in section 3.9 of this report.

Realignment of footway on Limes Avenue and Highwood Avenue

Under the works proposed in the scheme the existing access for the site at the junction of Limes Avenue and Highwood Avenue would be closed. This change and the associated realignment of the public footway would need to be carried out through an agreement under Section 278 of the Highways Act. Having vehicular access to the proposed development solely from a point on the High Road is a key part of the way in which the highways impacts of the development on Highwood Avenue and Limes Avenue would be limited. As such a planning obligation requiring these works to be completed in an appropriate manner before the development is brought into use has been recommended.

Enhancement to local bus stop facilities

In accordance with planning policies which seek enhancements to public transport infrastructure and to encourage travel by non-car modes of transport the application would provide a contribution of **£15000** to upgrade a bus shelter adjacent the site. Alongside the other measures which the scheme would include (see section 3.9 of this report for further detail) this obligation is considered to ensure that the application would include appropriate measures to encourage travel by non-car modes of transport.

Travel Plan and Travel Plan Monitoring

In accordance with policy DM17 of the Local Plan the applicant is required to enter into a Travel Plan for the development that seeks to reduce reliance on the use of the private car and promotes sustainable means of transport.

A contribution of **£5,000** is required towards the monitoring of the Travel Plan for the development to enable the Council to continue to examine the scheme to ensure the development is making reasonable endeavours to meet travel related sustainability objectives in accordance with policy DM17 of the Local Plan.

Affordable Housing

In accordance with policy 3.12 of the London Plan and policies CS4, CS15 and DM10 of the Barnet Local Plan Officers recommend that a Section 106 Agreement be used to secure the following number and mix of affordable housing unit types and sizes:

12 Intermediate (Shared Ownership) affordable housing units at 931 High Road (the application site) comprising:

12 x two bedroom four person flats

6 Affordable Rented affordable housing units at 1230 High Road, Whetstone, N20 comprising:

5 x two bedroom three person flats

1 x two bedroom four person flat

Affordable housing matters are discussed in greater detail in section 3.7 of this report.

Town Centre and Public Realm Enhancements

In accordance with development plan policies on providing enhancements to town centres and the public realm the application would provide a sum of **£10,000** towards enhancements and improvements to North Finchley Town Centre and the wider public realm surrounding the site. This obligation would ensure that the application made an appropriate contribution to enhancing North Finchley Town Centre and the surrounding area.

Employment and Training

In accordance with development plan policies which seek contributions to employment and training from schemes the proposal would deliver three apprenticeships connected with the construction and operational phases of the development for residents of Barnet. Of the three apprenticeships

delivered two would be at not less than a Level 2 or 3 (as defined in the National Apprenticeship Service Framework or any subsequent scheme which replaces this) and one would be at either not less than a Level 4 or an appropriate equivalent graduate scheme. Alongside the other planning benefits which the application would deliver this obligation is considered to provide adequate mitigation for the loss of employment generating floor space the development would result in.

Monitoring of the Section 106 Agreement

The delivery of the planning obligation from the negotiations stage to implementation can take considerable time and resources. As the Council is party to a large number of planning obligations, significant resources to project manage and implement schemes funded by planning obligation agreements are required. The Council therefore requires the payment of **£1530** towards the costs of undertaking the work relating to securing the planning obligations recommended in line with the adopted Supplementary Planning Document for Planning Obligations.

3.17 Barnet Community Infrastructure Levy

The proposed development is liable for charge under the Barnet CIL (at a rate of £135 per square metre). Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Barnet CIL at the time applications are determined. The applicant has stated that the existing floorspace on the site has been occupied lawfully for 6 of the last 12 months. As such it is possible that only additional floorspace generated by the development (less the area of undercroft car parking proposed) would be potentially liable for charge under Barnet CIL. Taking account the relief from a CIL charge which the affordable housing element of the scheme could be eligible for the development might be expected to generate a Barnet CIL charge of **£360196**.

3.18 Mayoral Community Infrastructure Levy

The proposed development is liable for charge under the Mayoral CIL (at a rate of £35 per square metre). Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Mayoral CIL at the time applications are determined. The applicant has stated that the existing floorspace on the site has been occupied lawfully for 6 of the last 12 months. As such it is possible that only additional floorspace generated by the development would be potentially liable for charge under Mayoral CIL. Taking account the relief from a CIL charge which the affordable housing element of the scheme could be eligible for the development might be expected to generate a Mayoral CIL charge of **£113501**.

4. EQUALITIES AND DIVERSITY ISSUES

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- “(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*

- (c) *foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation.

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the conditions recommended for the application would ensure that in several regards the buildings constructed would exceed the minimum requirements of such legislation. Examples of this would include all the proposed residential units being constructed to meet the relevant Lifetime Homes standards, the provision of level or appropriately sloping access within the site, not less than 10% of the residential units proposed being constructed to be wheelchair accessible or easily adaptable for residents who are wheel chair users and the inclusion of disabled standard parking spaces (as set out in greater detail in earlier sections of this report).

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The design of the proposed buildings is such that they would be an improvement over the existing buildings on the site, in terms of achieving equality and diversity objectives. The development would therefore have a positive effect in terms of equalities and diversity matters.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. 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. COMMENTS ON GROUNDS OF OBJECTIONS

The objections raised are all considered in the appraisal and analysis set out in the relevant parts of the main body of the report report.

6. CONCLUSION

Full planning permission is sought by Berkeley Homes (Three Valleys) Limited for the demolition of the existing buildings on the former Metropolitan Police depot site at 931 High Road, North Finchley and the redevelopment of the site to provide new residential dwellings and a range of associated infrastructure. The development proposed would comprise the following key elements:

- 11 new houses (Use Class C3) each with their own private rear garden and accommodation provided over four levels.
- 84 new self contained flats (Use Class C3), each with their own private balcony, terrace or winter garden. These would be provided in two buildings having between five (four storeys and a level of additional accommodation in the roof) and three levels of accommodation.
- A total of 114 off- street car parking spaces.
- 4 new communal gardens with a collective area of approximately 1055m² in size.
- The provision of 12 of the proposed new dwellings as shared ownership affordable housing units.
- The provision of 6 affordable rented affordable housing units at 1230 High Road, Whetstone.

The existing buildings on the site are no longer required by the Metropolitan Police. Their replacement with new residential development of the nature proposed, that provides a high quality design approach which relates acceptably to it's neighbouring properties and is in keeping with the character of the area, does not cause any unacceptable harm to the amenities of the occupiers of neighbouring properties and would provide its future occupiers with a good standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this.

The design and layout of the development has been influenced significantly by the need to create a scheme that relates acceptably to the character of the wider area and which provides a suitable residential environment, while not impacting unacceptably on the amenities of neighbouring occupiers. Examples of how these constraints have shaped the design approach include the reduction in the height, bulk and mass of the development proposed away from the High Road, the positioning houses with private rear gardens and an area of open space on the western most part of the site where Highwood Avenue and Limes Avenue meet (and removing the vehicular access previously proposed in this location) and the use of winter gardens for the flats fronting directly onto the High Road. Such a design approach also helps the development to fit in with its context, as it enables the scheme to respond to the different characters found on this part of the High Road and the suburban residential streets to the west and south of the site. It is considered that the quality traditional approach proposed for the detailed design and appearance of the buildings sought assists further in this regard. More generally the proposal includes a number of measures to achieve a good standard in respect of sustainable design and construction, with the new dwellings all meeting Code for Sustainable Homes Level 4.

The scheme provides an appropriate level of car parking on site for the number and type of dwellings proposed (114 spaces for 95 units), which reflects the location of the site in an area with a Public Transport Accessibility

Level of 2. All vehicular access to and from the site would be from a single point on the High Road. The scheme has been designed to provide appropriate and safe access for all users and would not be expected to result in any significant adverse impacts to the local road network (including when the transport impacts of other committed developments in the surrounding area are taken into account).

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces (including new areas of lawn and shrub planting), provides an appropriate setting for the buildings proposed and includes the planting of 61 new trees. The development would result in the removal of a total of 23 trees from the site, of which 4 are covered by a Tree Preservation Order. However it is considered that the replacement planting proposed provides adequate mitigation for this. No trees outside the application site are proposed for removal as part of the works. The means of enclosure and landscaping proposed would assist in creating a design that is not detrimental to the security of the occupiers of neighbouring properties and the Metropolitan Police have not raised any objections to the proposals in this regard.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal. The development would also be liable for a charge under both the Mayoral and Barnet Community Infrastructure Levy regimes.

For these reasons (set out in greater detail in the main report) the current scheme is considered to have overcome the grounds on which the Planning and Environment Committee refused the previous application (reference F/00241/08) which it considered for this site (in 2009).

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within The Mayor's London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, APPROVAL subject to conditions is recommended, as set out in the recommendations section at the beginning of this report.

APPENDIX 1: KEY POLICY CONTEXT AND ANALYSIS

Table 1: Analysis of the proposals compliance with London Plan (2011 and 2013) Policies

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London include managing growth and change in order to realise sustainable development and ensuring all Londoners enjoy a good and improving quality of life.	Compliant: The proposal is considered to constitute sustainable development and section 3 of the main report sets out in more detail how the proposal would comply with the relevant development plan policies.
2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); and 2.8 (Outer London: Transport)	<p>Work to realise the full potential of outer London recognising and building upon its great diversity and varied strength by providing locally sensitive approaches.</p> <p>Seek to address constraints and opportunities in the economic growth of outer London so that it can rise above its long term economic trends.</p> <p>Recognise and address the orbital, radial and qualitative transport needs of outer London.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of these policies and would comply with their key relevant objectives.</p> <p>These include the creation of new homes which meet the requirements of development plan policy, the use of measures encouraging travel by non car modes of transport and the commitment to planning obligations providing contributions to the enhancement of the public realm in North Finchley Town Centre and the delivery of 3 apprenticeships.</p>
2.18 (Green infrastructure: the network of open and green spaces)	Development proposals should incorporate appropriate elements of green infrastructure and enhance London's green infrastructure.	Compliant: Subject to the conditions recommended the proposal would provide appropriately designed soft landscaped areas and areas of open green amenity space.
Policy 3.1 (Ensuring equal life chances for all)	Proposals should protect and enhance facilities and services that meet the needs of particular groups and communities. Proposal involving the loss of such facilities without adequate justification should be resisted.	Compliant: The proposal would not result in the loss of any facilities and services that meet the needs of particular groups and communities. The former users of the site, the Metropolitan Police, have sold the site and have previously confirmed that it is no longer required or appropriate as an operational base for pan-London policing purposes. It is also noteworthy that the previous use of the site by the Police comprised a <i>sui generis</i> use that had no public contact points.
3.2 (Improving health and addressing health inequalities)	New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.	As controlled by the conditions and obligations recommended the proposal would be designed, constructed and managed in ways that promote healthy lifestyles. Examples of this include measures to ensure the provision of a suitable air quality and noise conditions within the development and facilities to encourage cycling.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.	Compliant: The proposal would provide 95 new dwellings contributing towards strategic housing targets for Barnet and London.
3.4 (Optimising housing potential)	Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.	Compliant: The application site is in a location with a PTAL of 2. In terms of its 'setting' the site is considered to fall within an area of transition with some urban (the High Road) characteristics and some strongly suburban (the surrounding residential roads) characteristics using the features identified in the London Plan. The London Plan density matrix would therefore suggest a range of somewhere between 35 and 170 units per hectare

		<p>or 150 to 450 habitable rooms per hectare. The scheme proposes a density of approximately 103 units per hectare and 358 habitable rooms per hectare. As such it falls within the appropriate density range in respect of the number of units and habitable rooms proposed.</p> <p>The scheme is considered to comply with the objective of this policy and is found to provide an optimum density of development. The proposal puts forward an acceptable design response which complies with the relevant development plan policies, responds acceptably to the local context and character and takes account of the sites location. Further detail on this matter is set out in section 3 of the main report.</p>
3.5 (Quality and design of housing developments)	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context; local character; density; tenure and land use mix; and relationships with and provision of open spaces.</p>	<p>Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationships with neighbouring buildings and spaces and provides a scheme of the appropriate design quality.</p> <p>The new dwellings proposed would all achieve the relevant London Plan minimum space standards and, as controlled by the conditions recommended the scheme would be of a sufficiently high quality internally, externally and in relation to their context and the wider environment.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
3.6 (Children and young people's play and informal recreation facilities)	<p>New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.</p>	<p>Compliant: The proposal provides sufficient quantities of space for play and informal recreation (approximately 231m² required to comply) and conditions have been recommended to ensure that the space provided is implemented in a manner which meets the objectives of this policy. The provision of amenity and open space at the site is discussed in greater detail in section 3 of the report.</p>
3.8 (Housing choice)	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types in the highest quality environments. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users. 	<p>Compliant: The proposed development is considered to provide an appropriate mix of dwelling types and sizes for this location.</p> <p>All of the units would be built to achieve the Lifetime Homes Standard and not less than 10% of the units would be designed to be wheelchair accessible, or easily adaptable for wheelchair users. Conditions have been recommended to ensure that these elements of the proposal are carried through to implementation of the development.</p>
3.9 (Mixed and balanced communities); 3.10 (Definition of affordable housing); 3.11 (Affordable housing targets); 3.12	<p>Communities mixed and balanced by tenure and household income should be promoted across London.</p> <p>The maximum reasonable amount of affordable housing should be sought for individual schemes. In determining this regard needs to be had to current and future requirements for affordable</p>	<p>Compliant: The application is accompanied by an assessment which adequately demonstrates that the proposed contribution of 12 on site Intermediate (shared ownership) affordable dwellings and 6 off site Affordable Rent dwellings (at 1230 High Road, Whetstone) is the maximum contribution that it is financially viable for the development to make. This assessment and its conclusions have been independently verified. The use of a partially off site</p>

<p>(Negotiating affordable housing on individual private residential and mixed use schemes); and 3.13 (Affordable housing thresholds)</p>	<p>housing, adopted affordable housing targets, the need to encourage rather than restrain residential development, the need to promote mixed and balanced communities, the size and type of affordable housing needed, the specific circumstances of individual sites, the resources available to fund affordable housing and the priority accorded to family housing provision.</p> <p>Negotiations should take account of a sites individual circumstances, including viability, the resources available from registered providers, the implications of phased development and other scheme requirements.</p> <p>Affordable housing should normally be provided on-site. In exceptional cases, where it can be demonstrated robustly that this is not appropriate in terms of the objectives of the policies of the London Plan, it may be provided off site.</p> <p>60% of total affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale. Priority should be accorded to the provision of affordable family housing.</p> <p>Boroughs should normally require affordable housing provision on a site which has capacity to provide 10 or more homes.</p>	<p>contribution to affordable housing is considered to be acceptable in this instance as it would result in a greater contribution to affordable housing provision in the borough than a solely on-site approach. As proposed it would also assist in meeting other affordable housing policy objectives. This issue is addressed in greater detail in section 3 of the main report, in particular section 3.7.</p> <p>The scheme is considered to be compliant with policies on the creation of mixed and balanced communities.</p>
<p>3.16 (Protection and enhancement of social infrastructure)</p>	<p>London requires additional and enhanced social infrastructure provision to meet the needs of its population.</p> <p>Proposals which would result in a loss of social infrastructure in areas of defined need for that type of infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure for other forms of social infrastructure for which there is a defined need should be assessed before alternative developments are considered.</p>	<p>Compliant: Alongside the infrastructure which would be delivered through the financial contributions that the scheme is required to make under the Barnet and Mayoral Community Infrastructure Levy systems, the conditions and planning obligations proposed are considered to ensure that the development would provide the social infrastructure necessary for it to be acceptable. The proposal would not result in the unacceptable loss of social infrastructure.</p>
<p>4.12 (Improving opportunities)</p>	<p>Strategic development proposals should support local employment, skills development and training opportunities.</p>	<p>Compliant: The heads of terms recommended for the Section 106 Agreement which would accompany the application include a requirement for the applicant to deliver 3 apprenticeships at a mix of levels.</p>

<p>5.1 (Climate Change Mitigation); and 5.2 (Minimising carbon dioxide emissions)</p>	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4).</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>	<p>Compliant: The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. Conditions have been recommended to ensure that these are carried through into implementation. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
<p>5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal and have been considered from the start of the design process. Submissions should show how the requirements of the relevant guidance have been met.</p>	<p>Compliant: The proposal includes a range of elements and measures to achieve an appropriate level in respect of sustainable design and construction, provide an acceptable standard of environmental performance and adapt to the effects of climate change. This includes the new dwellings achieving Code for Sustainable Homes level 4. These matters are outlined in detail in section 3 of the main report.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that this is carried through to implementation.</p>
<p>5.6 (Decentralised energy in development proposals)</p>	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions and have good sustainability credentials more widely, without the inclusion of CHP systems (which are not proposed for use in the development). Conditions have been recommended to ensure that the suggested measures are adopted at implementation and as controlled the proposal is considered to be acceptable in this instance.</p>
<p>5.7 (Renewable energy); and 5.9 (Overheating and cooling)</p>	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable levels of carbon dioxide emissions and have good sustainability credentials more widely, without being reliant upon on site renewable energy generation.</p> <p>The submission includes measures to reduce the potential for overheating and reliance on air conditioning.</p> <p>The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p>

5.10 (Urban greening); and 5.11 (Green roofs and development site environs)	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>	Compliant: The proposed development incorporates several areas of new soft landscaping on the site. Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are practical.
5.12 (Flood risk management); and 5.13 (Sustainable drainage)	<p>Proposals must comply with the flood risk assessment and management requirements of set out in the NPPF and associated guidance over the lifetime of the development.</p> <p>Proposals should utilise sustainable urban drainage systems unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible in line with the drainage hierarchy. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>	<p>Compliant: As conditioned the proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The proposal is accompanied by a Drainage Statement. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal or requested that any conditions are imposed on a grant of consent.</p> <p>Conditions have been recommended to ensure that the drainage infrastructure provided as part of the development meets the requirements of this policy.</p>
5.14 (Water quality and wastewater infrastructure); and 5.15 (Water use and supplies)	<p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p>	<p>Compliant: Thames Water has been consulted on the application and they have not raised any objections to the proposal in respect of waste water infrastructure matters (or in any other regard).</p> <p>Conditions have been recommended to ensure that the proposal would minimise the use of mains water and conserve water.</p>
5.17 (Waste capacity)	Suitable waste and recycling facilities are required in all new development.	Compliant: Conditions have been recommended which require the provision of suitable waste and recycling facilities.
5.21 (Contaminated land)	Appropriate measures should be taken to ensure that contaminate land does not activate or spread contamination.	Compliant: Conditions are proposed to require the appropriate investigation and mitigation of any contamination.
6.1 (Strategic approach); 6.3 (Assessing effects of development on transport capacity)	<p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. The cumulative impacts of development must be taken into account and proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be</p>	<p>Compliant: The application includes measures to encourage access to the site by a range of modes of transport, including non-car modes. These measures include a travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport under the planning obligations and conditions recommended.</p> <p>The Transport Statement submitted has assessed the impact of the scheme over an appropriate area of influence and no significant impacts on the adjacent local highway network have been identified.</p> <p>The conditions and obligations recommended would ensure that the necessary transport related plans would be required and completed in accordance with the relevant guidance.</p>

	prepared in accordance with the relevant guidance.	
6.5 (Funding Crossrail and other strategically important transport infrastructure)	Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development.	Compliant: The development would be required to make a contribution under the Mayoral Community Infrastructure Levy.
6.9 (Cycling); 6.10 (Walking)	Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists. Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.	Compliant: Officers consider that the scheme proposes a suitable quality of pedestrian environment and the proposal would provide appropriate levels of facilities for cycles and cyclists. Conditions have been recommended to ensure that the objectives of these policies would be carried through to implementation.
6.11 (Smoothing Traffic Flow and Tackling Congestion)	Take a coordinated approach to smoothing traffic flow and tackling congestion.	Compliant: The proposal includes measures to minimise impact on traffic flow and tackle congestion. These include a Travel Plan, setting sustainable modal split targets and encouraging shifts to non-car modes of transport, and enhancements to local public transport facilities (a bus stop) which would be enforceable under the planning obligations recommended. The Transport Statement submitted has assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. This is discussed in greater detail in section 3 of the main report, in particular section 3.9.
6.13: (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	Compliant: The proposal is considered to demonstrate the influence of this policy and provides appropriate levels of parking in the relevant regards. Conditions have been recommended to ensure appropriate parking facilities, including electrical charging points and parking for disabled people are implemented.
7.1 (Building London's Neighbourhoods and Communities)	In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.	Compliant: The application is considered to demonstrate the influence of this policy and design of this proposal accords with the objectives of this policy. This is discussed in greater detail in the relevant parts of section 3 of the main report.
7.2: (Inclusive environment)	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.	Compliant: The proposal includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or	Compliant: The proposal includes a number of elements to meet the requirements of this policy and the Metropolitan Police Service has been consulted on the application not raised any

	intimidating.	objections to the development.
7.4 (Local character); 7.5 (Public realm); 7.6 (Architecture)	<p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, human in scale, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and provide design appropriate to its context. This includes not causing unacceptable harm to the amenity of surrounding land and buildings, in particular residential buildings, providing high quality indoor and outdoor spaces which integrate with surrounding streets and spaces, optimising the potential of sites, meeting the principles of inclusive design and incorporating best practice in resource management, and climate change mitigation and adaptation.</p>	Compliant: Officers consider that, subject to the requirements of the conditions recommended, the proposed development provides an appropriate and quality design approach to the buildings and spaces which form part of the application. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant. These matters are addressed in greater detail in section 3 of the main report and in particular section 3.5.
7.8 (Heritage assets and archaeology)	<p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>	Compliant: The proposal would not have significant negative impacts on any heritage assets. The application is considered to demonstrate the influence of this policy and compliance with its key objectives.
7.13 (Safety, security and resilience to emergency)	Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime.	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objections to the application.</p>
7.14 (Improving air quality)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. - Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. - Be at least air quality neutral and not lead to further deterioration of poor air quality. - Ensure that where provision needs to be made to reduce development emissions this is usually on site. 	<p>Compliant: The submission demonstrates that the proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p>

7.15 (Reducing noise)	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> - Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals. - Separate noise sensitive development from major noise sources wherever practical. - Promote new technologies and practices to reduce noise at source. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. The development would not have a significant adverse impact on neighbouring occupiers and users and the amenities of future occupiers would be adequately protected as far as is practicable in this instance. These issues are addressed in greater detail in section 3 of the main report.</p>
7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. - Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. - Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan. 	<p>Compliant: Natural England have not raised any objections to the proposal. The application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p> <p>Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
7.21 (Trees and woodlands)	<p>Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments, particularly large canopied species.</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. The proposal would result in the removal of trees, but adequate replacement planting has been proposed. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation. This issue is discussed in greater detail in section 3 of the report.</p>
8.2 (Planning obligations; 8.3 (Community Infrastructure Levy)	<p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>Affordable housing and supporting the funding of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p>	<p>Compliant: An appropriate set of planning obligations will be required before planning permission can be granted. The Heads of Terms of these are attached to this committee report.</p> <p>It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure necessary to support the scheme. The application will also make a contribution under the Mayoral Community Infrastructure Levy.</p>

**Table 2: Analysis of the proposals compliance with Barnet's Local Plan Policies
(2012)**

Policy	Content Summary	Extent of Compliance and Comment
Core Strategy		
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.	Compliant: The proposal is considered to constitute a sustainable form of development which complies with the relevant policies in the Local Plan. It has therefore been recommended for approval.
CS1 (Barnet's place shaping strategy – The Three Strands Approach)	As part of its 'Three Strands Approach' the council will: <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit. - Seek the highest standards of urban design. - Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms. - Protect and enhance Barnet's high quality suburbs and priority town centres (including North Finchley). 	Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives. The location is considered to be appropriate for a development of the form and nature proposed. The design of the scheme is of a quality that achieves the objective of protecting the high quality suburbs surrounding the site. It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure to support the scheme. The application will also necessitate a contribution under the Mayoral Community Infrastructure Levy.
CS3 (Distribution of growth in meeting housing aspirations)	Outside of the areas identified specifically for growth the approach to development opportunity sites will be set within the context of the density matrix in the London Plan. This will seek to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.	Compliant: The scheme is considered to comply with the objective of this policy, by providing an optimum density of development based on the sites characteristics and public transport accessibility. The proposal puts forward an acceptable design response which complies with the relevant development plan policies, responds acceptably to the local context and character and takes account of the sites location. Further detail on this matter is set out in section 3 of the main report.
CS4 (Providing quality homes and housing choice in Barnet)	Aim to create successful communities by: <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a range of dwelling sizes and 	Compliant: The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives. The proposal provides an appropriate mix of dwelling types and sizes and includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. This includes all the dwellings proposed being constructed to achieve the relevant

	<p>types that meet identified housing priorities and do not undermine suburban character or local distinctiveness.</p> <ul style="list-style-type: none"> - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing. The provision of off-site affordable housing will only be accepted in exceptional instances. 	<p>Lifetime Homes standards.</p> <p>Compliant: The application is accompanied by an assessment which adequately demonstrates that the proposed contribution of 12 on site Intermediate (shared ownership) affordable dwellings and 6 off site Affordable Rent dwellings (at 1230 High Road, Whetstone) is the maximum contribution that it is financially viable for the development to make. This assessment and its conclusions have been independently verified. The use of a partially off site contribution to affordable housing is considered to be acceptable in this instance as it would result in a greater contribution to affordable housing provision in the borough than a solely on-site approach. As proposed it would also assist in meeting other affordable housing policy objectives.</p> <p>These issues are addressed in greater detail in section 3 of the main report.</p>
<p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p>	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security. 	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationship with neighbouring buildings and spaces and provide a scheme of an appropriate standard. The new dwellings proposed would all be of a sufficiently high quality internally, externally and in relation to their immediate context and the wider environment.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
<p>CS6 (Promoting Barnet's town centres)</p>	<p>The council will promote competitive, successful and vibrant town centres throughout Barnet including it's priority town centres (of which North Finchley is one).</p>	<p>Compliant: The planning obligations recommended (see the Section 106 Agreement heads of terms attached to the main report) for the application include a contribution of £10,000 towards the enhancement of the public realm in North Finchley Town Centre.</p>
<p>CS7 (Enhancing and protecting Barnet's open spaces)</p>	<p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> - Protect and enhance open spaces. - Meeting increased demand for access to open space and opportunities for physical activity. - Improving access to open space in areas of public open space deficiency. - Securing improvements to open spaces including provision for 	<p>Compliant: The proposal provides sufficient quantities of green open space, including private rear gardens for each of the houses proposed, new communal areas of amenity space and other soft landscaped areas. Conditions have been recommended to ensure that the green open spaces provided are implemented in a manner which meets the objectives of this policy. The site is not within an area defined as being deficient in public open space.</p>

	<p>children's play sports facilities and better access arrangements, where opportunities arise.</p> <ul style="list-style-type: none"> - Maintaining and improving greening by protecting incidental spaces, trees, hedgerows and watercourses. - Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity. - Enhancing local food production. 	<p>The submission is considered to demonstrate the influence of this policy and shows compliance with its key objectives.</p>
<p>CS8 (Promoting a strong and prosperous Barnet)</p>	<p>Expect major developments to provide financial contributions and to deliver employment and training initiatives.</p> <p>Safeguard existing employment sites (in accordance with policy DM14) and encourage development that improves the quality of employment provision.</p>	<p>Compliant: The heads of terms recommended for the Section 106 Agreement which would accompany the application include a requirement for the applicant to deliver 3 apprenticeships at a mix of levels.</p>
<p>CS9 (Providing safe, efficient and effective travel)</p>	<p>Developments should provide and allow for safe, effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals shall incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Where appropriate conditions and planning obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The Transport Statement submitted is considered to have assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>Measures have been recommended to ensure that the occupiers of the proposed development are encouraged to use of a range of modes of transport. These include a Travel Plan seeking to encourage appropriate proportions of journeys by non-car modes of transport (under the planning obligations and conditions recommended) and a restriction on the occupiers of the new development from obtaining permits for the North Finchley Controlled Parking Zone. A Construction Management and Logistics Plan has been recommended to ensure the impact of the construction phase of the development is mitigated.</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for electric vehicles, pedestrians, cycles and cyclists.</p> <p>These issues are discussed in greater detail in section 3 of the report, in particular section 3.9.</p>

CS10 (Enabling inclusive and integrated community facilities and uses)	The council will ensure that community facilities are provided for Barnet's communities and expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities.	Compliant: Should it be implemented the scheme would be liable for making a financial contribution under the Barnet CIL. This can be used to fund the facilities to support the scheme. The application will also necessitate a contribution under the Mayoral Community Infrastructure Levy.
CS11 (Improving health and wellbeing in Barnet)	Improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.	Compliant: The design of the development has been influenced by the desire to create a healthy residential environment. This includes providing a layout and other measures to mitigate the noise and air quality impacts arising from the sites proximity to the High Road and the provision of new open spaces for residents. The proposal is found to be compliant with the objectives of this policy.
CS12 (Making Barnet a safer place)	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security design principles in new development. - Promote safer streets and public areas, including open spaces. 	<p>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and the scheme is found to be compliant with the key elements of this policy.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objection to the proposals.</p>
CS13 (Ensuring the efficient use of natural resources)	<p>The council will:</p> <ul style="list-style-type: none"> - Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. - Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change. - Expect development to be energy efficient and seek to minimise any wasted heat or power. - Expect developments to comply with London Plan policy 5.2. - Maximise opportunities for implementing new district wide networks supplied by decentralised energy. - Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems. - Seek to improve air and noise quality. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. The submission demonstrates how the development proposed would achieve acceptable levels of carbon dioxide emissions and have good sustainability credentials more widely, without the inclusion of CHP (which is not proposed for use in the development).</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses and adequately mitigates the impact of the local noise environment on the development. The amenities of future occupiers would be adequately protected as far as is practicable in this regard with the design proposed.</p> <p>The proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is accompanied by a Drainage Statement. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal. Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy as far as is practicable.</p> <p>Thames Water has confirmed that they would not</p>

		<p>have any objections to the scheme in terms of the capacity of sewerage infrastructure to accommodate the development. The scheme would minimise the use of mains water and conserve water.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way which achieves the objectives of this policy.</p> <p>These issues are addressed in greater detail in the relevant parts of section 3 of the main report.</p>
CS14 (Dealing with our waste)	The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.	Compliant: It is considered that this development demonstrates the influence of this policy and subject to the conditions recommended would achieve the requirements of this policy.
CS15 (Delivering the Core Strategy)	The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations and other funding mechanism to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.	<p>Compliant: An appropriate set of planning obligations will be required before planning permission can be granted. The Heads of Terms of these are attached to this committee report.</p> <p>It is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure necessary to support the scheme. The application will also make a contribution under the Mayoral Community Infrastructure Levy.</p>

Development Management Policies

DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest, particularly at street level. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. Where appropriate conditions have been recommended to ensure that the development implemented will achieve the objectives of the policy.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationships with neighbouring buildings and spaces. The scheme is found to be of a sufficiently high quality design internally, externally and in relation to its context and wider environment.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment. Conditions have been recommended to ensure that appropriate street lighting is implemented as part of the scheme.</p> <p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new outdoor amenity space.</p>
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	<p>Conversion of dwellings into flats in roads characterised by houses will not normally be appropriate.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing tress and their root systems.</p>	<p>Natural England has not raised any objections to the proposal and the application includes measures to make a positive contribution to biodiversity. The proposal would result in the removal of trees, but adequate landscaping, including replacement trees planting has been proposed.</p> <p>These issues are discussed in greater detail in section 3 of the report.</p>
<p>DM02 (Development standards)</p>	<p>Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.</p>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and meets relevant standards. All the dwellings would achieve Code for Sustainable Homes Level 4, meet the Lifetime Homes Standards and achieve the London Plan minimum floor space standards. Policy compliant levels of outdoor amenity and play space would be provided on site and 10% of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.</p>
<p>DM03 (Accessibility and inclusive design)</p>	<p>Developments should meet the highest standards of accessible and inclusive design.</p>	<p>Compliant: The proposal includes a range of measures to ensure that the development would provide an accessible and inclusive environment for all members of the community. Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.</p>
<p>DM04 (Environmental considerations)</p>	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposal is accompanied by adequate assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. The conditions recommended would ensure that the development proposed achieves acceptable levels of carbon dioxide emissions and good sustainability credentials more widely, without the inclusion of Combined Heat and Power systems (which are not proposed for use in the development).</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses the impact of the local noise environment on the development. The amenities of future occupiers of the scheme would be adequately protected as far as is practicable in this regard with the mitigation required under the conditions recommended.</p> <p>The proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated. The controls</p>

	<p>contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>	<p>recommended require the appropriate investigation and mitigation of any land contamination.</p> <p>The application is accompanied by a Drainage Statement. This has been submitted to the Environment Agency and Thames Water who have responded and not raised any objections to the proposal. Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy. Thames Water has confirmed that there is adequate sewage infrastructure to accommodate the development. The proposal would minimise the use of mains water and conserve water.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way which achieves the objectives of this policy.</p> <p>These issues are addressed in greater detail in the relevant parts of section 3 of the main report.</p>
DM06 (Barnet's heritage and conservation)	<p>All development to have regard to the local historic context and protect heritage assets in line with their significance.</p> <p>Development proposals to preserve or enhance the character and appearance of conservation areas and protect archaeological remains.</p>	<p>Compliant: The proposal would not have significant negative impacts on any heritage assets. The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes. This matter is discussed in greater detail in section 3 of the report.</p>
DM10 (Affordable housing contributions)	<p>The maximum reasonable amount of affordable housing will be required on site, subject to viability, from new sites, having regard to the target that 40% of housing provision borough wide should be affordable.</p>	<p>Compliant: The application is accompanied by an assessment which adequately demonstrates that the proposed contribution of 12 on site Intermediate (shared ownership) affordable dwellings and 6 off site Affordable Rent dwellings (at 1230 High Road, Whetstone) is the maximum contribution that it is financially viable for the development to make. This assessment and its conclusions have been independently verified. The use of a partially off site contribution to affordable housing is considered to be acceptable in this instance as it would result in a greater contribution to affordable housing provision in the borough than a solely on-site approach. As proposed it would also assist in meeting other affordable housing policy objectives. This issue is addressed in greater detail in section 3 of the main report, in particular section 3.7.</p>
DM14 (New and existing employment space)	<p>Proposals to redevelop or re-use an existing employment space which reduces the levels of employment use and impact negatively on the local economy will be resisted. Where appropriate the loss of employment space will be expected to provide</p>	<p>Compliant: The existing site is not within the use classes protected under Barnet Local Plan policies (Use Classes B1, B2 and B8). However, it is recognised that the site did previously generate a level of employment and that planning policies seek generally to safeguard existing employment sites that meet the needs of modern business. In this</p>

	<p>mitigation in the form of contributions to employment training.</p> <p>The loss of B Class uses will only be permitted where it can be demonstrated that a site is no longer suitable and viable for its existing or alternative business use in the short to long term and an effective period of marketing has been undertaken.</p>	<p>instance the site is currently vacant and, as previously noted, the Metropolitan Police have confirmed that the site is no longer appropriate for its previous use. It is also noted that the applicant is providing to a contribution to employment and training in the borough through the planning obligations recommended. In such circumstances it is not considered that the loss of the existing use at the site would be contrary to the objectives of this policy.</p>
DM15 (Green belt and open spaces)	<p>Open space will be protected from development. In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect the on site provision of public open space.</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy. The site is not located in an area which is deficient in public open space and the scheme is found to provide sufficient areas of new green open space for its future occupiers.</p>
DM16 (Biodiversity)	<p>The Council will seek the retention and enhancement, or the creation of biodiversity.</p>	<p>Compliant: Natural England have not raised any objections to the proposal. The application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive. - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe and suitable access arrangements for all road users. - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The development has an appropriate degree of accessibility for the level of trip generation that the proposal would result in and measures have been recommended (through the planning obligations and conditions recommended) to ensure that the use of a range of modes of transport is encouraged. These measures include a Travel Plan seeking to encourage appropriate proportions of journeys by non-car modes of transport, enhanced public transport facilities (a bus stop) in the local area and restrictions on the occupiers of the development from obtaining permits for North Finchley Controlled Parking Zone. A Construction Management and Logistics Plan has been recommended to ensure the impact of the construction phase of the development is appropriately mitigated.</p> <p>The Transport Statement submitted is considered to have assessed the impact of the scheme over an appropriate area of influence. No significant adverse impacts on the adjacent local highway network have been identified.</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>The scheme would provide 114 parking spaces (including 12 disabled standard spaces) for the 95</p>

	<ul style="list-style-type: none"> ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom) 	<p> dwellings proposed. This is sufficient to comply with the Local Plan parking standards.</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for pedestrians, cycles and cyclists.</p> <p>These issues are discussed in greater detail in section 3 of the report, in particular section 3.9.</p>
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Key relevant local and strategic supplementary planning documents

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)
Residential Design Guidance (April 2013)
Planning Obligations (April 2013)
Affordable Housing (February 2007 with updates in August 2010)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Health Issues in Planning (June 2007)
Wheelchair Accessible Housing (September 2007)
Planning for Equality and Diversity in London (October 2007)
All London Green Grid (March 2012)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
Housing (November 2012)

APPENDIX 2: KEY PLANNING HISTORY FOR THE SITE

931 High Road, North Finchley, N12 8QR:

C00794D/08 'Environmental Impact Assessment - Screening opinion' ENVIRONMENTAL STATEMENT NOT REQUIRED (February 2008).

F/00216/08 'The redevelopment of 931 High Road, to allow the construction of 3 to 7 storey buildings comprising 182 apartments, 10 mews houses (Use Class C3), 1444.88 Sq. m (GEA) of flexible commercial floor space (Use Classes A1, A2, A3, and B1) as well as ancillary facilities including amenity spaces, refuse stores, car/motorcycle/cycle parking and servicing' WITHDRAWN (June 2008).

F/00241/08 'Redevelopment of 931 High Road, to allow the construction of 2 to 6 storey buildings comprising 167 apartments, 10 mews houses (Use Class C3), 1272.04 sq.m of flexible commercial floor space (Use Classes A3 and B1) and ancillary facilities including amenity space, refuse stores, car/motorcycle/ cycle parking and servicing' REFUSED (July 2009).

F/04553/09 'The redevelopment of 931 High Road, to allow the construction of 2 to 6 storey buildings comprising 139 apartments, 10 mews houses (Use Class C3), 1345.81sq.m of flexible commercial floor space for office (use class B1) or restaurant and café (use class A3) uses and ancillary facilities including amenity space, children's play space (0-4 years), refuse stores, car/motorcycle/cycle parking and servicing' WITHDRAWN (November 2010).

886-902 High Road, North Finchley, N12 9RN:

F/03172/08 'Demolition of existing building and redevelopment of the site comprising a new building up to six storeys high, providing 81 residential units, 753m² of retail space (use class A1), a 597m² public library (use class D1), a 332m² doctors surgery (use class D1), an 81 space car park (basement level) accessed from Friern Watch Avenue, and associated landscaping and works.' WITHDRAWN (September 2008).

F/02361/09 'Demolition of existing building and erection of a part four storey, part five storey building containing 1753m² of flexible ground floor level space for uses including and limited to shops, (use class A1), a doctors surgery (use class D1) and a library (use class D1), 72 flats (use class C3) on the first to fourth floors, a basement level 72 space car park accessed from Friern Watch Avenue and ancillary facilities and works including the provision of amenity space, landscaping, refuse and recycling storage facilities and cycle parking facilities.' REFUSED (October 2009).

F/04523/09 'Demolition of existing building and erection of a new building up to five stories in height containing 1628m² of flexible space at ground floor level for uses including and limited to shops, (use class A1), a doctors surgery (use class D1) and a library (use class D1), 65 flats (use class C3) on the first to fourth floors, a basement level 72 space car park accessed from Friern Watch Avenue and ancillary facilities and works including the provision of amenity space, refuse and recycling storage facilities and cycle parking facilities.' REFUSED (February 2010) AND APPEAL DISMISSED (October 2010).

F/0236/12 'Demolition of existing buildings and redevelopment of the site to provide 5 storey mixed use scheme comprising 548.4 sqm of office floor space (Use Class B1) at ground floor level and 60 residential units (Use Class C3) at first to fourth floor levels, with associated amenity space, 61 car parking spaces and cycle parking, refuse and recycling storage facilities, and landscaping provision.' APPROVED SUBJECT TO CONDITIONS (November 2012).

1230 High Road, Whetstone, N20 0LH:

B/02471/11 'Erection of six storey building to provide 1,015 sqm of ground floor offices and 39 no. self-contained flats on the upper five floors plus roof top plant room, external amenity space at first floor level. Basement car park for 45 no. cars with cycle storage provision and associated works.' APPROVED SUBJECT TO CONDITIONS (February 2012).

B/02684/12 'Variation of condition 1 (Plan Numbers) and removal of conditions 25 (Noise Report for Site Plant) and 31 (Biomass Boiler) of planning permission B/02471/11 dated 21/02/12 for 'Erection of six storey building to provide 1,015 sqm of ground floor offices and 39 no. self-contained flats on the upper five floors plus roof top plant room, external amenity space at first floor level. Basement car park for 45 no. cars with cycle storage provision and associated works.' Variation to include additional internal escape staircase; revision of vehicular ramp and basement layout; increase in ground floor height; omission of top floor plant room; adjustments to the design of roof, parapet edges to fifth floor, fenestration and rear elevation; location and levels of front entrances adjusted: dwelling mix adjusted.' APPROVED SUBJECT TO CONDITIONS (February 2013).

B/02128/13 'Erection of six storey building to provide ground floor offices and 42 no. self-contained flats on the upper five floors, external amenity space at first floor level, a basement car park for 44 no. cars with cycle storage provision and associated external works.' WITHDRAWN (September 2013).

APPENDIX 3: PLAN OF THE PROPOSED DEVELOPMENT

Proposed site layout and context:



APPENDIX 4: INFORMATIVES

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, 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 where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance. In this case, formal pre-application advice was sought prior to submission of the application.
2. If the development is carried out it will be necessary for any existing redundant vehicular crossovers to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Traffic and Development Team, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
3. The applicant will need to submit a separate application under Section 184 of the Highways Act (1980) for the proposed vehicular access which will need to be constructed as a heavy duty access. The proposed access design details, construction and location will be reviewed by the Traffic and Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the on-site development, will be borne by the applicant.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic and Development Team – Development and Regulatory Services, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP.

4. The applicant is advised that the costs of any associated works to the public highway, including reinstatement works, will be borne by the applicants and may require the applicant to enter into a 278 Agreement under the Highways Act 1980. Detailed design will have to be approved by Traffic & Development Team – Development and Regulatory Services.
5. The applicant is advised that any amendments to existing waiting restrictions, the relocation of street furniture or any alterations to the existing lay by on the A1000 that may become necessary as a result of the development will need to be carried out at the applicants expense.
6. The applicant is advised that the development is located on the Strategic Road Network (SRN). The Traffic Management Act (2004) requires the Council to notify Transport for London about construction works on such a road. The developer will be expected to work with the Council to mitigate any adverse impacts on the public highway and will

require Transport for London's approval before the works approved under this consent can commence.

7. The applicant is advised that the A1000 is a Traffic Sensitive Road. Deliveries during the construction period should not take place between 8:00am and 9:30am and 4:30pm and 6:30pm from Monday to Friday. Careful consideration must be given to the optimum routes for construction traffic and the Council Traffic and Development Team should be consulted in this respect.
8. In complying with the contaminated land condition placed on this consent (parts 1 and 2):
 - a) Reference should be made at all stages to appropriate current guidance and codes of practice at August 2012 this would include:
 - 1) The Environment Agency CLR model procedures;
 - 2) BS10175:2011 Investigation of potentially contaminated sites – Code of Practice;
 - 3) The Environment Agency "Guiding principles for land contamination (GPLC)"; and
 - 4) Guidance for the safe development of housing on land affected by contamination, Environment Agency R&D Publication 66:2008.
 - b) Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.
 - c) All raw data should be provided in a form that can be easily audited and assessed by the council. (e.g. trial pit logs and complete laboratory analysis reports).
 - d) Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made should be included. (e.g. the reasons for the choice of sampling locations and depths).
9. You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The council's supplementary planning document on Sustainable Design and Construction requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (*Guidelines for Community Noise*, WHO). This needs to be considered in the context of room ventilation requirements

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and & measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 4) Department of transport: Calculation of road traffic noise (1988); 5) Department of transport: Calculation of railway noise (1995); 6) Department of transport : Railway Noise and insulation of dwellings.

10. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out – habitable rooms away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint – setting further away from source of poor air quality.
11. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
12. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
13. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall

within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit: www.thameswater.co.uk

14. Due to the presence of National Grid apparatus in proximity to the site, any person wishing to implement the development must contact National Grid before any works are carried out, to ensure their apparatus is not affected. The National Grid Plant Protection Team can be contacted at on 0800 688 588 and at plantprotection@nationalgrid.com or at Plant Protection, National Grid, Block 1 Floor 1, Brick Kiln Street, Hinckley LE10 0NA.
15. For the purposes of this decision notice 'Groundworks and Site Preparation Works' are defined as and limited to the following works:
 - Demolition of existing structures including removal of asbestos, disconnecting services and grubbing up foundations.
 - Removal of existing and surplus rubble from the site.
 - Removal of services on the site including service trenches.
 - Carrying out CAT scans on site to confirm all existing services are clear.
 - The Erection or re-establishment of a hoarding line for the construction site.
 - Providing piling matting.
 - Providing clear health and safety information on the site.
 - Piling works.
 - Substructure and underground drainage works.
16. 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 £113501 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 £360196 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.

APPENDIX 5: SITE LOCATION PLAN

931 High Road, North Finchley, London, N12 8QR

