

Appendix 6 Informatives:

- 1 In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) Order 2010, this informative summarises the local planning authority's reasons for granting planning permission for this development and the relevant development plan policies taken into account in this decision.

In summary, the Local Planning Authority considers that the proposed development should be permitted for the following reasons:

The general thrust of national, regional and local planning policy is to promote sustainable development and to encourage mixed use schemes in accessible town centre locations such as this. The existing building on the site is in a poor state of repair and is vacant. Its replacement with a new mixed use building of the nature proposed, that provides a high quality design approach, relates acceptably to its neighbouring properties, is in keeping with the character of the High Street, does not cause any unacceptable harm to the amenities of the 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 in accessible town centre locations.

The development provides an appropriate level of car parking for the residential and office uses proposed, which reflects the location of the site and its PTAL level of 2.

The proposal includes a number of measures to achieve a good standard in respect of sustainable design and construction, with the new dwellings meeting Code for Sustainable Homes Level 4 and the Office space achieving a level of 'Excellent' under the Building Research Establishment Environmental Assessment method.

A number of conditions and planning obligations have been recommended to ensure that the development 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 application is considered to represent a positive development that would comply with the relevant policies in the development plan, enhance this part of North Finchley and provide high quality new residential accommodation and office space.

In conclusion, the proposed development accords with the relevant development plan policies generally, individually and taken overall. As such it is considered that there are material planning considerations which justify the grant of planning permission.

A summary of the development plan policies relevant to this decision is set out in Tables 1 and 2 below:

Table 1: Summary of the London Plan (2011) policies relevant to this decision

Policy	Content Summary
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.
2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); and 2.8 Outer London: Transport	Work to realise the full potential of outer London. Seek to address the constraints and opportunities in the economic growth of outer London. Recognise and address the orbital, radial and qualitative transport needs of outer London.
Policy 2.15 (Town Centres)	Development in town centres should conform with policies 4.7 and 4.8, enhance vitality and viability, accommodate economic and housing growth, be in scale, promote access by non-car modes of transport and contribute an enhanced environment.
Policy 2.18 (Green infrastructure: the network of open and green spaces)	Development proposals should enhance London's green infrastructure.
Policy 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.
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.
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.
Policy 3.5 (Quality and design of housing developments)	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. 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 spaces.

<p>Policy 3.6 (Children and young people's play and informal recreation facilities)</p>	<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>3.8 (Housing choice)</p>	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including: New developments should offer a range of housing sizes and types. 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>
<p>Policy 3.9 (Mixed and balanced communities); Policy 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes); Policy 3.13 (Affordable housing thresholds)</p>	<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. Negotiations should take account of a specific sites individual circumstances, including viability, the availability of subsidy, requirements and targets for affordable housing, the need to promote mixed and balanced communities and the need to encourage residential development.</p> <p>Boroughs should normally require affordable housing provision a site which has capacity to provide 10 or more homes.</p>
<p>Policy 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>Policy 4.1 (Developing London's economy); Policy 4.2 (Offices); Policy 4.3 (Mixed use development and offices); Policy 4.7 (Retail and Town Centre Development); Policy 4.12 (Improving opportunities for all)</p>	<p>Promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London.</p> <p>Support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and address the wider objectives of this plan.</p> <p>Encourage the renewal and modernisation of the existing office stock in viable locations to improve its quality and flexibility. Development should support the consolidation of and enhancements to the quality of office stock in London.</p> <p>The following principles should be applied to town centre development: Scale should be related to the size role and function of the centre. Should be focused on town centre sites.</p> <p>Proposals should support local employment, skills development and training opportunities.</p>

<p>Policy 5.1 (Climate Change Mitigation);</p> <p>Policy 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. The Mayor will seek to ensure that developments meet the following targets for CO₂ emissions, which are expressed as year improvements on the 2010 Building Regulations:</p> <ul style="list-style-type: none"> 2010 - 2013 – 25% (Code for Sustainable Homes level 4); 2013 – 2016 – 40% <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>Policy 5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>
<p>Policy 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>Policy 5.7 (Renewable energy);</p> <p>Policy 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>Policy 5.10 (Urban greening);</p> <p>Policy 5.11 (Green roofs and development site environs)</p>	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</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>
<p>Policy 5.12 (Flood risk management);</p> <p>Policy 5.13 (Sustainable drainage)</p>	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</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. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>
<p>Policy 5.14 (Water quality and wastewater infrastructure);</p> <p>Policy 5.15 (Water use and supplies)</p>	<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>Policy 5.17 (Waste capacity)</p>	<p>Suitable waste and recycling facilities are required in all new development.</p>

Policy 5.21 (Contaminated land)	Appropriate measures should be taken to ensure that contaminate land does not activate or spread contamination.
Policy 6.1 (Strategic Approach); Policy 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. 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 prepared in accordance with the relevant guidance.</p>
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.
6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>
6.11 (Smoothing Traffic Flow and Tackling Congestion)	Take a coordinated approach to smoothing traffic flow and tackling congestion.
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.
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.
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.
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 intimidating.
7.4 (Local character); 7.5 (Public realm);	<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, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p>
7.6	Architecture should make a positive contribution to a coherent public realm,

(Architecture)	incorporate the highest quality materials and design appropriate to its context.
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 and terrorism.
7.14 (Improving air quality)	Proposals should: 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.
7.15 (Reducing noise)	Proposals should seek to reduce noise by: 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.
7.19 (Biodiversity and access to nature)	Proposals should: 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.
8.2 (Planning obligations);	Development proposals should address strategic as well as local priorities in planning obligations. The supporting 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. Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.
8.3 (Community Infrastructure Levy)	Guidance will be prepared setting out a framework for the application of the Community Infrastructure Levy to ensure the costs incurred in providing infrastructure which supports the policies in the London Plan can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission.

Table 2: Summary of the Saved Barnet UDP (2006) policies relevant to this decision

Policy	Content Summary
GSD (Sustainable development)	Ensure development and growth is sustainable.

GMixedUse (Mixed use)	Proposals should incorporate a mix of uses and take account of: <ul style="list-style-type: none"> • Character and diversity of the existing area. • Potential nuisance. • Accessibility by a range of means of transport.
GWaste (Waste disposal)	Encourage principles of: <ul style="list-style-type: none"> • Waste management hierarchy • Best practical environmental option • Proximity principle.
GBEnv1 (Character); GBEnv2 (Design); GBEnv3 (Safe environment)	<ul style="list-style-type: none"> • Enhance the quality and character of the built and natural environment. • Require high quality design. • Provide a safe and secure environment.
GRoadNet (Road network); GParking (Parking);	<p>Seek to ensure that roads within borough are used appropriately.</p> <p>Apply standards to restrain growth of car use and regulate parking.</p>
GCS1 (Community facilities);	Adequate supply of land and buildings for community, religious, educational and health facilities.
GEMP2 (Promoting business activities); GEMP3 (Maximising job creation); GEMP4 (Protecting employment land);	<p>Promoting business activities and maximising job creation –</p> <ul style="list-style-type: none"> • Provide and promote sites. • Creation of maximum number and quality of jobs. • Retain employment land that meets the requirements of users.
GTCR3 (Enhancing town centres)	The quality of the environment of town centres should be enhanced.
ENV7 (Air pollution)	<p>Air pollution:</p> <ul style="list-style-type: none"> • Any possible impacts from development must be mitigated. • Minimise impact on development through siting. • Reduce traffic and need to travel.
ENV12 (Noise generating development); ENV13 (Minimising noise disturbance)	<p>Location of noise generating development and noise sensitive receptors should be carefully considered.</p> <p>Minimise impact of noise disturbance through mitigation.</p>
ENV14 (Contaminated land)	Development on contaminated land will be encouraged subject to site investigations and conditions to require survey and mitigation.
D1 (High quality design)	<p>Development should:</p> <ul style="list-style-type: none"> • Be of high quality design • Be sustainable • Ensure community safety
D2 (Character)	Protect or enhance local character and respect the overall character and quality of the area.
D3 (Spaces)	Spaces should enhance the development and be in keeping with the overall area.

D4 (Over-development)	Proposals not to cause over development of a site.
D5 (Outlook)	New developments should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.
D6 (Street interest)	New development should provide visual interest at street level.
D9 (Designing out crime);	Development to be designed to reduce crime and fear of crime.
D10 (Improving community safety)	Safety and Security to be secured through planning obligations where proposal would affect community safety.
D11 (Landscaping);	Proposals should: <ul style="list-style-type: none"> • Achieve a suitable visual setting for buildings • Provide attractive and accessible spaces • Contribute to community safety, environmental and ecological quality • Retain and protect as many trees as practicable (with Tree Preservation Orders made if appropriate) • Ensure appropriate new planting
D12 (Tree preservation orders);	
D13 (Tree protection and enhancement)	
HC1 (Conservation areas)	The Council will refuse planning permission for development proposals which fail to preserve or enhance the character or appearance of Conservation Areas.
HC17 (Archaeological Remains – Local)	Protect archaeological remains of local significance where appropriate.
L12 (Public open space – areas of deficiency);	The Council will encourage: <ul style="list-style-type: none"> • Improvements to public open provision and quality space in areas, particularly in areas of deficiency. • The full use of public open spaces by all sections of the community.
L14 (Public open space – improved provision)	
M1 (Transport Accessibility)	The Council will expect major developments to be in locations which are, or will be made, accessible by a range of modes of transport.
M2 (Transport impact assessments)	The Council will require developers to submit a full transport impact assessment.
M3 (Travel plans)	For significant trip-generating developments the Council will require the occupier to develop and maintain a Travel Plan.
M4 (Pedestrians and cyclists – widening opportunities);	Developers will be expected to provide convenient safe and secure facilities for pedestrians and cyclists both (both on and off-site) and encourage access to developments by pedestrians and cyclists, maximising opportunities to travel on foot and by cycle.
M5 (Pedestrians and cyclists – improved facilities)	

M6 (Public transport – use)	Developments should be located and designed to make use of public transport more attractive.
M8 (Road hierarchy); M10 (Reducing traffic impacts)	The Council will take into account the function of adjacent roads, and may refuse development that would result in inappropriate road use or adversely affect the operation of roads. Where it is considered necessary as a consequence of a development, the Council may introduce measures to reduce the traffic impacts on the environment and the community and the Council will seek to secure a planning obligation from the developer.
M11 (Safety of road users); M12 (Safety of road network); M13 (Safe access to new development)	The Council will ensure that the safety of road users, particularly those at greater risk, is taken fully into account when considering development proposals. The Council will seek to reduce accidents by refusing development proposals that unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users. The Council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments.
M14 (Parking standards)	The Council will expect development to provide parking in accordance with the London Plan parking standards, except in the case of residential development, where the standards will be: i. 2 to 1.5 spaces per unit for detached and semi-detached houses; ii. 1.5 to 1 spaces per unit for terraced houses and flats; and iii. 1 to less than 1 space per unit for development consisting mainly of flats.
H2 (Housing – other sites)	Assess residential proposals on site not allocated for housing based on appropriateness, access to facilities, impact, accessibility and whether land is required for another use.
H5 (Affordable housing); H8 (Affordable housing – commuted payments)	Council will negotiate the maximum reasonable amount of affordable housing. Council may exceptionally accept the provision of off site housing or a commuted payment instead of on-site provision.
H16 (Residential development - character)	Residential development should: <ul style="list-style-type: none"> • Harmonise with and respect the character of the area. • Be well laid out. • Provide adequate daylight, outlook and residential amenity, • Provide a safe and secure environment • Maintain privacy and prevent overlooking. • Provide adequate amenity space.
H17 (Residential development – privacy standards)	Development to provide appropriate distances between facing habitable rooms to allow privacy and prevent overlooking. In town centre developments these standards may not apply, but proposals should include design solutions to avoid overlooking.
H18 (Residential development – amenity space standards)	The minimum provision of amenity space for new residential schemes is 5m ² per habitable room.
H20 (Residential development – public recreational)	Permission will only be granted for housing developments if they provide proportionate amounts of public recreational space, consummate improvements or contribute towards providing children’s play space, sports grounds and general use areas where a deficiency in open space exists.

space)	
H21 (Residential density)	Will favourably consider higher densities in district town centres provided they comply with policy D1 and relate satisfactorily to their surroundings.
H24 (Conversion of non-residential uses)	Changes of use from non-residential to residential use will be permitted provided the site is in a suitable area for housing, having a reasonable standard of amenity, and there is no realistic prospect of re-use for employment or other non-residential purposes.
EMP2 (Employment land – protection); EMP3 (Employment land consolidation)	At sites that have last been used, for class B1 or similar industrial uses, the Council will not grant permission to redevelop or change them to non-business uses. Exceptions will only be made where there is no realistic prospect of re-use or of redevelopment for industrial purposes. In these cases, the priority for re-use will be a mixture of small business units with residential uses. Consolidation of employment land including new office use permitted provided that it is appropriate.
EMP6 (Offices – new development); EMP7 (Offices – re-use); EMP8 (Small businesses)	Preference will be given to proposals for new offices that involve the re-use or redevelopment of existing, vacant office premises and sites in town centres, provided that such sites are highly accessible by public transport, are intended to host mixed use schemes, and there would be no harm caused to the vitality and viability of the town centres. Proposals which provide office space for small and starter businesses will be encouraged. The development of offices for non-employment uses will be granted planning permission only where there is no realistic prospect of their re-use or redevelopment for office purposes. Where this is the case, the priority for re-use would be as a mixed use development.
CS2 (Community and religious facilities – planning obligations); CS8 (Educational needs generated by new housing development); CS13 (Health and social care facilities – planning obligations)	Where appropriate the Council will seek to enter into planning obligations to secure the provision of community facilities, school places and health and social care facilities.
TCR1 (Sequential approach)	Sequential approach to development of new retail and other key town centre uses.
TCR13 (Residential development in town centres)	Housing development through conversion and redevelopment of existing buildings and new development, will be permitted except on the ground floor of primary and secondary frontages.
TCR18 (Mixed use development)	New large developments in town centres should combine a mix of uses, which would normally include: – Residential accommodation (including affordable housing), where suitable amenity standards can be met, and which accords with policies H8 and H24; and

	– Uses at ground floor level that provide a direct service to visiting members of the public, and accord with the accepted town centre uses contained in policies TCR10 and TCR11
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2 Thames Water would recommend that petrol and interceptors are fitted in all car parking facilities provided.

3 Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

Where a developer proposes to discharge groundwater into a public sewer a groundwater discharge permit will be required. Groundwater permit enquires should be directed to Thames Water’s Risk Management Team. They can be contacted on 02085074890. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

4 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.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority’s Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) NSCA Guidance: Development Control: Planning for Air Quality and the Planning Policy Statement 23: Planning and Pollution Control; 2) Environment Act 1995 Air Quality Regulations, Planning Policy Statement 23: Planning and Pollution Control, Annex 1: Pollution Control, Air and Water Quality; 3) Local Air Quality Management Technical Guidance LAQM.TG(03); 4) London Councils Air Quality and Planning Guidance, revised version January 2007.

5 In complying with the contaminated land condition parts 1 and 2 reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents;
- 2) Planning Policy Statement 23 (PPS 23) - England (2004);
- 3) BS10175:2001 Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already identified in the above list.

- 6 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 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) Department of Environment: PPG 24 (1994) Planning Policy Guidance - Planning and noise; 2) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and measurement of environmental noise; 3) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 4) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 5) Department of transport: Calculation of road traffic noise (1988); 6) Department of transport: Calculation of railway noise (1995); 7) Department of transport: Railway Noise and insulation of dwellings.

- 7 If any existing redundant vehicular crossovers are required to be reinstated to footway level then the work has to be carried out by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

- 8 The applicant is advised that an application under Section 184 or 278 of the Highways Act (1980) may need to be submitted for the provision of a vehicular access to the property. The access design details, construction and location will be reviewed by the 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 onsite development, will be borne by the applicant. To receive a copy of our Guidelines for Developers and an application form please contact Traffic & Development Section - Environment, Planning and Regeneration Directorate, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP

- 9 Any highway approval as part of the planning process for the alteration to the existing crossovers or new crossovers will be subject to detailed survey by the Crossover Team in Environment Planning and Regeneration Directorate as part of the application for crossover under Highways Act 1980 and would be carried out at the applicant's expense. Please note, reinstatement of redundant crossovers, any relocation of street furniture, lighting column or amendments to parking bays or existing waiting restrictions affected by the proposed works would be carried out under a rechargeable works agreement by the Council's term contractor for Highway Works. An estimate for this work could be obtained from London Borough of Barnet, Environment, Planning and Regeneration Directorate, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP.
- 10 In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team as part of the crossover application. The outcome of this assessment cannot be prejudged.
- 11 The applicant is advised that construction of a vehicular access/crossover may involve alterations to the existing on-street parking bays or waiting restrictions. Alterations to on-street parking bays or waiting restrictions will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process. Any related costs for the alterations will be borne by the applicant.
- 12 The applicant is advised that prior to any alteration to the public highway (including pavement) will require consent of the local highways authority. You may obtain an estimate for this work from the Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
- 13 The applicant is advised that the development is located on or near a Strategic Road Network (SRN)/Transport for London Road Network (TLRN) and is likely to cause disruption. The Traffic Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence.
- 14 Any details submitted in respect of the Demolition and Construction Management /Logistic Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site

facilities and materials and a community liaison contact.

16 Any works necessary on the public highway to facilitate the development may be carried out under rechargeable works or under a Section 278 agreement.

17 The London Plan promotes electric vehicle charging points with 20% active and 10% passive provision and should be provided.

19 The Mayor of London introduced a Community Infrastructure Levy on 1st April 2012 setting a rate of £35 per sqm on all 'chargeable development' in Barnet. Your planning application has been assessed to require a charge of £X

This will be recorded to the register of Local Land Charges as a legal charge upon your site should you commence development. This Mayoral CIL charge will be passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

If Affordable Housing Relief 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 will provide 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, this 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 statutory requirements, such requirements will all be set out in the Liability Notice you will receive.

If you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please contact us: cil@barnet.gov.uk

20 The Environment Agency recommend that:

Surface water management good practice principles and standards
For developments (other than changes of use) less than 1 hectare in Flood Zone 1, the main flood risk issue to consider is usually the management of surface water run-off. Drainage from new development must not increase flood risk either on-site or elsewhere. Government policy strongly encourages a sustainable drainage system (SuDS) approach to achieve these objectives.

For on/near site flooding, the flood risk Practice Guide at paragraph 5.51 states that:

“For events with a return-period in excess of 30 years, surface flooding of open spaces such as landscaped areas or car parks is acceptable for short periods, but the layout and landscaping of the site should aim to route water away from any vulnerable property, and avoid creating hazards to access and egress routes (further guidance in CIRIA publication C635 Designing for exceedence in urban drainage - good practice). No flooding of property should occur as a result of a one in 100 year storm event (including an appropriate allowance for climate change). In principle, a well designed surface water drainage system should ensure that there is little or no residual risk of property flooding occurring during events well in excess of the return-period for which the sewer system itself is designed. This is called designing for event exceedence.”

The CIRIA publication 'Designing for exceedence in urban drainage-good practice' can be accessed via the following link:

<http://www.ciria.org.uk/suds/publications.htm>

For off-site flooding, the flood risk Practice Guide states at paragraph 5.54:

“For the range of annual flow rate probabilities up to and including the one per cent annual exceedence probability (1 in 100 years) event, including an appropriate allowance for climate change, the developed rate of run-off into a watercourse, or other receiving water body, should be no greater than the existing rate of run-off for the same event. Run-off from previously-developed sites should be compared with existing rates, not greenfield rates for the site before it was developed. Developers are, however, strongly encouraged to reduce runoff rates from previously-developed sites as much as is reasonably practicable. Volumes of run-off should also be reduced wherever possible using infiltration and attenuation techniques. Interim guidance on calculation of site run-off rates can be found at:

http://www.ciria.org/suds/pdf/preliminary_rainfall_runoff_mgt_for_development.pdf

Sustainable Drainage Systems (SuDs)

SuD s seek to mimic natural drainage systems and retain water on or near to the site, when rain falls, in contrast to traditional drainage approaches, which tend to pipe water off site as quickly as possible. SuDs offer significant advantages over conventional piped drainage systems in reducing flood risk by reducing the quantity of surface water run-off from a site and the speed at which it reaches water courses, promoting groundwater recharge, and improving water quality and amenity. The range of SuDs techniques available means that a SuDs approach in some form will be applicable to almost any development.

Government policy set out in paragraph 103 of the NPPF expects LPAs to give priority to the use of SuDs in determining planning applications. Further support for SuDs is set out in chapter 5 of the flood risk Practice Guide.

Approved Document Part H of the Building Regulations 2000 establishes a hierarchy for surface water disposal, which encourages a SuDs approach beginning with infiltration where possible e.g. soakaways or infiltration trenches.

Where SuDs are used, it must be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under BRE Digest 365.

Provision for long-term maintenance should be provided as part of any SuDs scheme submitted to the LPA. Model legal agreements that provide a mechanism for SuDs maintenance can be accessed on the CIRIA web site at <http://www.ciria.org/suds/icop.htm>

Further information on SuDs can be found in chapter 5 of the flood risk Practice Guide which gives an extensive selection of references. The Interim Code of Practice for Sustainable Drainage Systems provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SuDs. The Interim Code of Practice is available on CIRIA's web site at: <http://www.ciria.org>

Disposal to public sewer

Where it is intended that disposal is made to public sewer, the Water Company or its agents should confirm that there is adequate spare capacity bearing in mind all known development proposals in the area.

Other flood risk issues to consider for development in Flood Zone 1

Dry Islands

Some areas within Flood Zone 1 are surrounded by areas at a higher risk of flooding i.e. areas falling within Flood Zones 2 and 3. In certain cases development within such 'dry islands' can present particular hazards to public safety such as people being surrounded by water and needing to be rescued.

The distribution of dry islands and the risks posed by them in terms of access/exit vary considerably across the country. If you are in any doubt about how flood risks associated with 'dry islands' may affect your site, please contact your local Environment Agency office by calling 08708 506 506.

Climate Change

As highlighted above, the frequency and intensity of rainfall is predicted to increase as a result of climate change and an allowance for how this will affect the proposal will need to be factored into design.

The Environment Agency can be contacted at colneplanning@environment-agency.gov.uk or on 01707632332.