

Location **The Brookdales Bridge Lane London NW11 9JU**

Reference: **19/0527/FUL**

Received: 30th January 2019

Accepted: 5th February 2019

Ward: Hendon

Expiry 2nd April 2019

Applicant: Mr M Bishop

Proposal: Two storey extension above existing garages to provide six 3-bedroom dwelling units and 16 integral garages. Associated cycle parking and refuse and recycling store and amenity space.

Recommendation: Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

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

917463
475118/2
475118/3
475118/4
475118/5
475118/7
475118/8

Supporting Documents:

- Planning Statement, by Henry Planning
- Sustainability Statement, by Henry Planning
- Phase II Arboricultural Impact Assessment (Ref. 101 299) - including all

Appended Documents: Arboricultural Method Statement and Tree Protection Plan, 5th November 2018, by Arbol Euroconsulting
- Air Quality Assessment Brookdales, Bridge Lane NW11, December 2018, by Regional Enterprise Ltd Consultancy
- Noise Assessment October to December, December 2018, by Regional Enterprise Ltd Consultancy
- Flood Risk Assessment, August 2018, by STM Environmental Consultants Ltd

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

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

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

- 3 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

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

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

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

5 a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016).

6 a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management

Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

- 7 The completed schedule of site supervision and monitoring of the arboricultural protection measures as approved in condition no.6 shall be submitted for approval in writing by the Local Planning Authority within 28 days from completion of the development hereby permitted. This condition may only be fully discharged on completion of the development, subject to satisfactory written evidence of compliance through contemporaneous supervision and monitoring of the tree protection throughout construction by a suitably qualified and pre-appointed tree specialist.

Reason: Required pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

- 8 Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

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

c) If the risk assessment and refined Conceptual Model indicate any risk of harm,

a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 5.21 of the London Plan 2016.

- 9 a) The approved mitigation as set out in the report by Re, dated December 2018 shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy 5.3 of the London Plan 2016.

- 10 a) The mitigation measures as approved in the noise assessment report by Re from October to December 2018 shall be implemented in their entirety prior to the commencement of the use or the first occupation of the development and retained as such thereafter.

Reason: To ensure the amenities of occupiers are not prejudiced by traffic/mixed use noise in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013), and 7.15 of The London Plan 2015.

- 11 The level of noise emitted from the plant 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 Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2011.

- 12 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report 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 content and recommendations.

- b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2015.

- 13 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby approved shall not be first occupied or brought into use until details of all acoustic walls, fencing and other acoustic barriers to be erected on the site have been submitted to the Local Planning Authority and approved in writing.

- b) The details approved by this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy 7.15 of the London Plan 2015.

- 14 Before the building hereby permitted is first occupied the proposed window(s) in the west elevation facing The Brookdales (Flat Nos. 1-18) shall be glazed with obscure glass only, no less than Level 5 on the Pilkington Scale and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

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

- 15 Prior to commencement of development works, all existing advertisement hoardings, associated structures and materials shall be permanently removed from the site; and the site shall be left in a condition that does not endanger the public or impair visual amenity and shall be carried out to the reasonable satisfaction of the Local Planning Authority.

Reason: In the interest of highway safety and amenity in accordance with Policies DM01 and DM17 of the Development Management Policies DPD (adopted September 2012).

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

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

- 17 The development should discharge surface water runoff as high up the discharge hierarchy as possible. Where it is not possible to achieve the first hierarchy, discharge through the ground, applicants must demonstrate in sequence why the subsequent discharge destination was selected. Proposals to dispose of surface water into a sewer, highway drain, surface water body or another drainage system must be accompanied by evidence of the system having spare capacity downstream and acceptance of the surface water by the appropriate authority(ies).

Reason: To ensure that the development discharges surface water from the site in

a manner that takes into consideration the statutory duties, legislation and regulatory requirements of authority(ies) receiving surface water and ensures that downstream flood risk is mitigated in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, Approved Document Part H of the Building Regulations 2010) and Paragraph 80 of Planning Practice Guidance.

- 18 Demolition shall not begin until a detailed surface water runoff mitigation strategy for the site has been submitted to and approved in writing by London Borough of Barnet planning authority prior to work commencing. The details should include, but are not limited to:

- o Plan showing the drainage arrangements within the site, outlining the discharge point during demolition.
- o Details of the mechanisms that will be used to limit the rate of discharge and reduce pollution of surface water during demolition.

Reason: To ensure that the development discharges surface water from the site in a manner that takes into consideration the statutory duties, legislation and regulatory requirements of authority(ies) receiving surface water and ensures that downstream flood risk is mitigated in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, Approved Document Part H of the Building Regulations 2010) and Paragraph 80 of Planning Practice Guidance.

- 19 Development shall not begin until a detailed surface water drainage strategy report for the development has been submitted and approved in writing by London Borough of Barnet planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The drainage Strategy report to include but not limited to:

- a. Site topography;
- b. Detailed development layout;
- c. Existing and proposed impermeable area of developable area
- d. Geotechnical factual and interpretive reports including infiltration results if infiltration techniques are proposed;
- e. Existing site drainage arrangements and rate of runoffs and volumes
- f. Proposed development drainage arrangements and rate of runoffs and volumes and supporting hydraulic calculations;
- g. Where discharge to a third-party system is proposed, evidence of third party agreement for discharge to their system (in principle / consent to discharge);
- h. Maintenance programme and on-going maintenance responsibilities;

Reasons: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that Sustainable Drainage Systems (SuDS) are designed

appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

- 20 The surface water drainage strategy shall use SuDS to manage peak surface water runoff rates in accordance with S2 and S3 of the Non-statutory Technical Standards for Sustainable Drainage Systems. SuDS shall be used to provide volume control in accordance with S4, S5 and S6 of the Non-statutory Technical Standards for Sustainable Drainage Systems.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753.)

- 21 The surface water drainage strategy for the site must be accompanied by evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development. The Adopting Authority must demonstrate that sufficient funds have been set aside and / or sufficient funds can be raised to cover operation and maintenance costs throughout the lifespan of the development. The Adopting Authority shall be responsible for satisfying themselves of the suitability of the adopted SuDS prior to adoption, and shall keep records of operation and maintenance activities, for possible inspection by the Council.

Reason: To ensure that the surface water drainage system and SuDS are constructed appropriately and are adopted by an Adopting Authority responsible for the safe operation and maintenance of the system throughout the lifetime of the development. Appropriate construction of SuDS should take into consideration S13 of the Non-statutory Technical Standards for Sustainable Drainage Systems.

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

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway in accordance with

Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012).

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

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 24 a) Notwithstanding the details submitted with the application and otherwise hereby approved, no development other than demolition works shall take place until details of:

(i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider;

(ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable; and

(iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 25 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am

or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 26 a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:
- 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 of a community liaison contact for the duration of all works associated with the development.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

- b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 5.21, 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

- 27 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) no windows or doors, other than those expressly authorised by this permission, shall be placed at any time in the west elevation facing The Brookdales (Flat Nos. 1-18).

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 28 Prior to occupation, a Delivery and Servicing Plan (DSP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken once developments are operational shall be submitted to and approved by the Local Planning Authority in conjunction with TfL.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

Reason: To to minimise congestion impacts and improve safety in accordance with Policies 6.13 and 6.14 of the London Plan (2016).

- 29 a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy 6.9 and Table 6.3 of The London Plan (2016) and in the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 30 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved, the building shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police Designing Out Crime Officer (DOCO) on behalf of the Association of Chief Police Officers (ACPO).

Reason: In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to ensure

the development provides a safe and secure environment in accordance with policies 7.1 and 7.3 of the London Plan (2016).

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2019 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2019 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.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy,

please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories 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 can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

- 3 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

- 4 Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non- infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine."

- 5 Operation and maintenance of SuDS should take into consideration the Written Ministerial Statement of 18 December 2014 and Planning Practice Guidance Paragraphs 81 and 85.

Officer's Assessment

1. Site Description

The application site is located on the north of Bridge Lane. It is located on the eastern end of Bridge Lane, close to the junction of North Circular Road within the ward of Hendon.

The site is comprised of two buildings accommodating self-contained flats. To the eastern end of the site are a row of single storey garage buildings which this application relates to. To the north of the site is Metropolitan Open Land, however the site itself falls outside this designation.

To the north is Mutton Brook. Areas of the site fall within Flood Zone 2 and 3 according to the Environment Agency, however the garage building footprint itself falls outside these zones.

To the northern end of the site are several Tree Preservation Orders, close to the boundary of Mutton Brook.

It is not within a conservation area and is not a listed building.

2. Site History

Reference: W03281P/07

Address: The Brookdales Ltd Bridge Lane Hendon NW11 9JU

Decision: Approved subject to conditions

Decision Date: 21/11/2007

Description: Rising barrier and gates to parking areas.

Reference: W03281Q/08

Address: The Brookdales Ltd Bridge Lane Hendon NW11 9JU

Decision: Approved

Decision Date: 19.03.2008

Description: Submission of details of Conditions 2 (external appearance and materials) and 3 (access control system) pursuant to planning permission W03281P/07 dated 21.11.07 for rising barrier and gates to parking areas.

3. Proposal

The application proposes to demolish the existing garages on the site and replace these with a terrace of six dwellings with internal garages.

The six units will form a three storey terrace with ground floor providing integral garages.

At ground floor, the building footprint maintains the building line of the existing garages with the upper floors set back from the existing building footprint by 3.5 metres. The buildings have a total height of 10 metres from the existing ground level within the Brookdales site. The ground floor is 4 metres in height with a dummy pitched roof providing a balustrade for the walkway on the roof of the ground floor. The elevation is then stepped in and has a height of 6.4 metres to the eaves (or 3 metres from the roof of the ground floor) before the roof pitches away. The building has a depth of 6.7 metres at ground floor and 8.4 metres at first and second floor. The height of the eaves from ground level on the eastern side is 5.4 metres. The terrace has a total width of 52 metres.

The units are comprised as follows:

2 x 3 bed, 5 person dwelling
4 x 2 bed, 4 person dwelling

Each dwelling is provided a private amenity space, dwellings 1 to 5 would have 32m² and no.6 would have 41m². There is also a communal amenity space of 310m². Small amenity space is also shown in the west elevation. For no.6 this measures 12m² and for houses 1, 2, 3, 4 and 5 this measures 5m².

16 internal garages providing 16 car parking spaces will be provided. Cycle parking and refuse storage is provided in a secure internal storage area at lower ground floor.

The proposal also includes removal of two advertising boards fronting the North Circular Road.

4. Public Consultation

Consultation letters were sent to 82 neighbouring properties.

21 objections have been received and can be summarised as follows:

- overdevelopment of the site
- access onto Bridge Lane is very difficult, already heavily parked on both sides of the road
- trees bordering A406 would be lost
- road is already extremely busy and this new development will only exacerbate the level of traffic and parking of this already overdeveloped crowded area.
- loss of light and views
- proximity to existing flats, too close and issue of privacy
- an increase in rubbish and vermin
- noise and disruption during the building process
- loss of character to Brookdales, loss of trees, greater building density etc are all factors against this development.
- air quality would be negatively affected

- Parking is already limited
- loss of trees would have negative impact on residents, loss of privacy, air quality, character of the area
- lack of privacy and jeopardising of security
- Access/Egress - accessing the North Circular from The Brookdales via Bridge Lane is already very congested and the North Circular itself is busy 24/7
- parking, where will new residents park
- Refuse collection, how will the refuse collection lorry access the property
- not taken the basic rights of the existing residents into account
- contrary to Local Planning Authority policies
- make this junction even more hazardous for all road users especially pedestrians
- Parking is already a big problem
- The proposed dwelling, by virtue of its depth, height, associated bulk and bland design, would appear overbearing and visually intrusive to the occupiers of adjacent properties. The existing residents will also inevitably suffer a loss of privacy from being overlooked
- The removal of the trees will make the area uglier and negatively impact on the visual amenity of pedestrians walking on the pavement especially along the major arterial North Circular Road.
- comments in the Noise report are not accurate, the subject is complex and sleep quality also depends on other things such as level of daytime light gained, exercise and air quality.
- Ground Contamination not assessed

Representation was also received from Hendon and District Archaeological Society:

The application is for a quite large development in an Archaeological Priority Area, yet the documents on the website show no cognizance of it. I am therefore copying this to Historic England, who may wish to express views.

Additional External Consultations:

London Fire Brigade:

No objections to the proposal.

Transport for London (TfL):

In principle, TfL does not object to the regeneration of this site. However, the proposed car parking exceeds draft London Plan maximum standards and therefore have raised an objection in this specific regard. In addition a Delivery and Service Plan condition is also recommended.

Officer comments - these comments are duly noted and are considered in detail in the highways section below.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

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

The revised National Planning Policy Framework (NPPF) was published on 19th February 2019. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

The London Plan is currently under review. Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the adopted London Plan

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5.
- Relevant Development Management Policies: DM01, DM02, DM08, DM17

The Council's approach to extensions as set out in Policy DM01 is to minimise their impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.
- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.
- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

5.2 Main issues for consideration

The main issues for consideration in this case are:

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

- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether harm would be caused to the living conditions of future occupiers;
- Impact on trees/landscape
- Impact on potential flood risk
- Impact on Highways

5.3 Assessment of proposals

Principle of Development

The application site has not been identified for any specific use in development plan planning policies, is previously developed land and is situated in an area characterised by residential housing. The land is located within walking distance of a number of bus stops, is close to local amenities and utilises existing access off of Bridge Lane.

Therefore the principle of this redevelopment is acceptable, subject to the proposal being compliant with the relevant development plan policies.

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

Policy CS1 of Barnet's Core Strategy (2012) states that will seek the highest standards of urban design in order to generate development proposals of landmark quality. Policy CS5 of the Core Strategy states that the Council 'will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design'.

Policy DM01 of the Council's Development Management Policies (2012) states that 'development proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets' development (should) demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused'.

The Brookdales comprises three purpose built blocks of flats which are of similar form, design and materiality, and appear to be constructed at the same time. The building closest to the proposed development is a five-storey brick built building with a steeply pitched tile roof, external balconies and limited elevational detailing. The south-eastern corner (which acts as the entrance to the building) is partly stepped with a pitched roof set slightly lower.

The proposed development would retain garages at ground floor, with a dummy pitched roof above. The first floor would be simple in elevational design and the roof form would be similar to that of the adjacent building. The design, although simple, takes cues from

the main building and its height and scale would remain subordinate to the adjacent five storey building(s). The development would also be set back from the frontage of Bridge Lane.

For these reasons it is not considered that the proposed development would detract or harm the character and appearance of the adjacent buildings at The Brookdales or street scene of Bridge Lane. Furthermore the proposal would also involve the removal of unsightly advertising hoardings from the site along with the provision of a dense belt of planting along the main North Circular road, A406. The removal of the advertisement hoardings and landscaping/planting etc. would be secured through appropriate conditions.

To the north of the site is Metropolitan Open Land, however the site itself falls outside this designation. In accordance with Policy DM15, due to its distance from MOL land, it is considered the proposed scheme would not have a detrimental impact on visual amenity and would respect the character of its surroundings.

Therefore it is considered that the proposal is acceptable.

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

Policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users.

London Plan Policy 7.6 states that building and structure should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.

In regards to privacy, Barnet's Sustainable Design and Construction SPD (2016) states in Table 2.4 that in new residential development there should be a minimum distance of 21 m between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 m to a neighbouring garden. The development would not meet these requirements, at a distance of 11.75 metres.

At ground floor, the building footprint maintains the building line of the existing garages with the upper floors set back from the existing building footprint by 3.5 metres. The first floor would be sited 11.75 metres from the existing windows. However it is important to note that the proposal shows kitchen and bathroom windows at first floor level facing the Brookdales development, with the kitchen windows being secondary windows. As a result, these windows are proposed to be obscurely glazed. Provided obscure glazing is used and secured through condition, no overlooking or loss of privacy would occur.

Considering that the garages at ground floor, would be built in the same location as the existing garage block, there would be no harm to outlook from the neighbouring ground floor windows serving the flats at The Brookdales.

At the second floor, there are no windows facing the Brookdales, only rooflights. In addition the second floor roof form is pitched and slopes away from the existing flats. Given the roof angle proposed, it is not considered the proposed rooflights would cause an undue loss of privacy to the adjacent neighbours.

The second floor (roof level) would be sited a similar distance and would angle away. Although views from these windows would be different to what is existing, taking into consideration the distance, it would not be so altered as to materially and adversely affect the visual amenity of these neighbouring windows.

It is accepted there would be some degree of impact to the existing residents of The Brookdales. However on balance and with appropriate conditions in place the proposal is considered acceptable and would not result in such a significant adverse impact to neighbouring amenity as to merit a refusal in this instance.

Whether harm would be caused to the living conditions of future occupiers

Any proposal which includes an element of residential dwelling use will need to demonstrate that it is providing suitable amenities for its future occupiers in the relevant regards (for example, daylight, sunlight, outlook, privacy and internal and external amenity space). Development plan policies DM01, DM02 (of the Barnet Local Plan) and 3.5 (of the London Plan), the guidance contained in the Barnet Supplementary Planning Documents 'Sustainable Design and Construction' and 'Residential Design Guidance' and the Mayoral planning guidance document 'Housing' identify what this would constitute.

All residential accommodation is expected to meet the minimum space standards as advocated within the Sustainable Design and Construction SPD and the London Plan 2016. Table 2.2 of the Sustainable Design and Construction SPD specifies that double bedrooms should provide a minimum floor area of 11.5m² and single bedrooms a minimum floor area of 7.5m², in line with the National standards. The minimum standards as set out in the London Plan for a 3-bedroom 5 person unit over two storeys is 93m². For a 2-bed 4 person unit it is 79m². All the proposed dwellings and bedrooms would comply and exceed the minimum space standards.

All proposed residential development should provide suitable outlook and daylight for future units. All habitable rooms would benefit from suitable outlook and light. The depth of the rear gardens is limited at only 4m and the private outdoor areas are below the recommended guidelines however the proposal also provides over 300m² of shared communal amenity space. Therefore the proposal is considered acceptable.

In order to avoid overlooking and outlook issues, the proposed main habitable rooms would face towards the main North Circular road. The noise impact assessment and the air quality report detail accurate measurements taken on site. These measurements demonstrate that the levels of noise and air quality pollution measured on site are lower

than the Council had initially anticipated. In addition, the reports outline mitigating measures to ensure the proposed development provides adequate quality living accommodation within the accepted ranges.

The supporting air quality report concludes,

"The Air Quality Assessment has identified that the key source of air pollution is from the nearby main roads such as the A406. However, the background air quality levels at the development are above the National Air Quality Objectives, for the most important pollutant Nitrogen Dioxide; and are therefore in APEC Category "A"- "B" where development should not be refused but mitigation measures implemented to improve air quality. Mitigation measures include the proposed Beech hedge will absorb some pollution from NO₂ and Particulates from the A406 traffic."

In addition the report recommends further mitigation measures such as mechanical ventilation and passive acoustic ventilation with good acoustic properties.

The supporting noise report concludes,

"The noise assessment has identified the main noise source across the site is traffic noise from the A406, there is no significant commercial noise. This report provides recommendations on the building envelope for the acoustic glazing and ventilation scheme to ensure satisfactory internal noise environment in habitable rooms. There will be vegetation, some beech trees providing further noise absorption between building façade and A406 replacing existing coniferous trees. However this noise absorption from evergreen trees has not been factored into noise calculation in table 4.0 for acoustic glazing. There is to be an acoustic fence which although will not reduce noise levels at the side of the fence as road noise is a line source will reduce noise levels in the middle and majority of ground floor fenced area to allow amenity space.

With mitigation by improved acoustic glazing for the habitable residential rooms, passive ventilation to minimise use of opening windows then the indoor noise levels from traffic, easily adhere to and are better than BS8233:2014 and World Health Organisation Guidelines."

The proposal has also been reviewed by the Council's environmental health team who have raised no objections and recommend a number of conditions relating to contaminated land, noise and air quality.

Accordingly, it is considered that with appropriate conditions which would secure the details of materials and details such as ventilation and glazing the proposed development would provide an acceptable living standard for future occupants.

Impact on trees/landscape

The proposal has been reviewed by the council's tree and landscape officer who has raised no objections. In summary the officer acknowledges the loss of a conifer hedge

and self-seeded sycamore trees growing along the boundary. However it is acknowledged that the individual value of these trees is low. These trees are low value/quality and do not merit special protection by Tree Preservation Order.

A group of sycamore trees will also be removed T9 to T14 to provide additional amenity spaces for the properties. 5no. western red cedar and a beech hedge and a 2m high acoustic fencing has been proposed to mitigate the loss of the trees for this proposal. This level of planting is inadequate to offsite the loss of screening, air filtration, noise abatement and many other services.

Trees at the entrance to the estate are shown for retention and this is reasonable.

The tree officer recommends that the proposed beech hedge should be planted as 'instant hedgerow' at 2m high and the 5 trees along 56m of frontage to the main road is inadequate. There must be a tree planted every 5 meters along the rear fence line to help screen the property from the road and visa versa.

It is necessary to have large replacement trees so that the new building is adequately screened from road users immediately. The size of replacement trees should be a minimum of 6m high to ensure the desired benefits are gained at occupation.

Therefore it is concluded that the loss of low value trees to facilitate the proposal can be offset by the provision of new trees and hedging. Details can be submitted at a later stage to ensure compliance with the local planning policy DM01. These details will be secured through appropriate conditions.

Impact of development on flood risk

Although the majority of the site the development is proposed on is within flood zone 1 (low probability of flooding), the area of land adjacent to the Mutton Brook (main river) and within the site boundary is within flood zone 2, 3a and 3b. Therefore a flood risk assessment (FRA) has been submitted in accordance with Environment Agency requirements. The development is not considered to be minor, however, as the proposed location of the residential units lies entirely within flood zone 1, the Sequential and Exception Test are not considered to be required.

The submitted FRA confirms that there will be no change to the impermeable area of the site as the extension will be built on top of existing garages. The development will not increase the site impermeable area and/or footprint of the buildings. The areas within flood zone 2 and 3 will remain soft landscaping; as such it will have no adverse impact on local flood risk. The report confirms that construction will utilise flood resistant materials and services will be placed as high as practicable to reduce impact of flooding. In addition, occupants will sign up for EA Emergency Flood Warning Direct Service; and there would be safe egress to flood zone 1 is available within the site boundaries and safe refuge is available on upper floors.

Surface Water Management (SuDS), would also reduce current surface water run-off rates, with consideration given to soakaways, rainwater harvesting and permeable paving where possible.

The report concludes that the site is considered to be at low overall risk of flooding. No previous records of fluvial, tidal or surface water flooding incidents were found and the proposed development will not increase local flood risk and it will be safe for its residents. Accordingly, with appropriate conditions it is considered the proposal is acceptable.

Impact on Highways

The above application is for the erection of six residential units with 16 garages. There are currently 19 garages in situ. The proposed development re-provides garages for parking on the ground floor. Presently the existing garages are not used as an off street parking facility and have been used for storage purposes.

The proposed development is located within a PTAL of 0, there are no available public transport modes within the calculation area. The surrounding area is not covered by a CPZ.

Policy DM17 of Barnet's Development Management Policies Document DPD (2012) states that the council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms).

The re-provided garages are a similar size to a typical parking space (2.4x 4.8) there for would be suitable for the parking and storage of modern vehicles. The development provides cycle parking in line with London Plan stated minimum cycle parking levels. Cycle stores are located conveniently and are secure/ weatherproof.

Refuse stores have been provided within a suitable proximity of the entrances to the development for the use by future residents, the bin stores are also a reasonable proximity from the public highway and can be easily accessed by refuse operatives.

Highways officers have raised no objection to the principle of the proposals as there is parking available in association with the application.

The site of the proposed development is less than 60m from the A406 North Circular Road which forms part of the Transport for London Road Network (TLRN). TfL were consulted as the authority is concerned with development impacting the safe and reliable operation of the TLRN.

TfL has advised that the proposed construction works are less than 10m from the TfL

retaining structure for the A406. TfL requests that before construction commences, that the developer provides details of their construction methodology.

Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) should be secured by condition which TfL should be consulted on. This should demonstrate how deliveries and construction arrangements. Both these documents should follow TfL guidance.

TfL notes the proposed level of car parking is 16 spaces which is considered contrary to draft London Plan policy. TfL has requested the provision is reduced consistent with the objective to reduce congestion and traffic levels and to avoid undermining walking, cycling, or public transport.

In principle, TfL does not object to the regeneration of this site. However, the proposed car parking exceeds draft London Plan maximum standards, and therefore does not conform to the Mayors target of achieving 80% of journeys being made through active travel and public transport. Furthermore, the uncertainty regarding the impact the development could have on the TLRN is a concern. Therefore, in its current form, TfL objects to this application.

The comments from TfL are noted however considering the site is in a PTAL 0 area, it is not recommended to reduce the parking provision.

Therefore with the relevant conditions the proposal is considered acceptable.

5.4 Response to Public Consultation

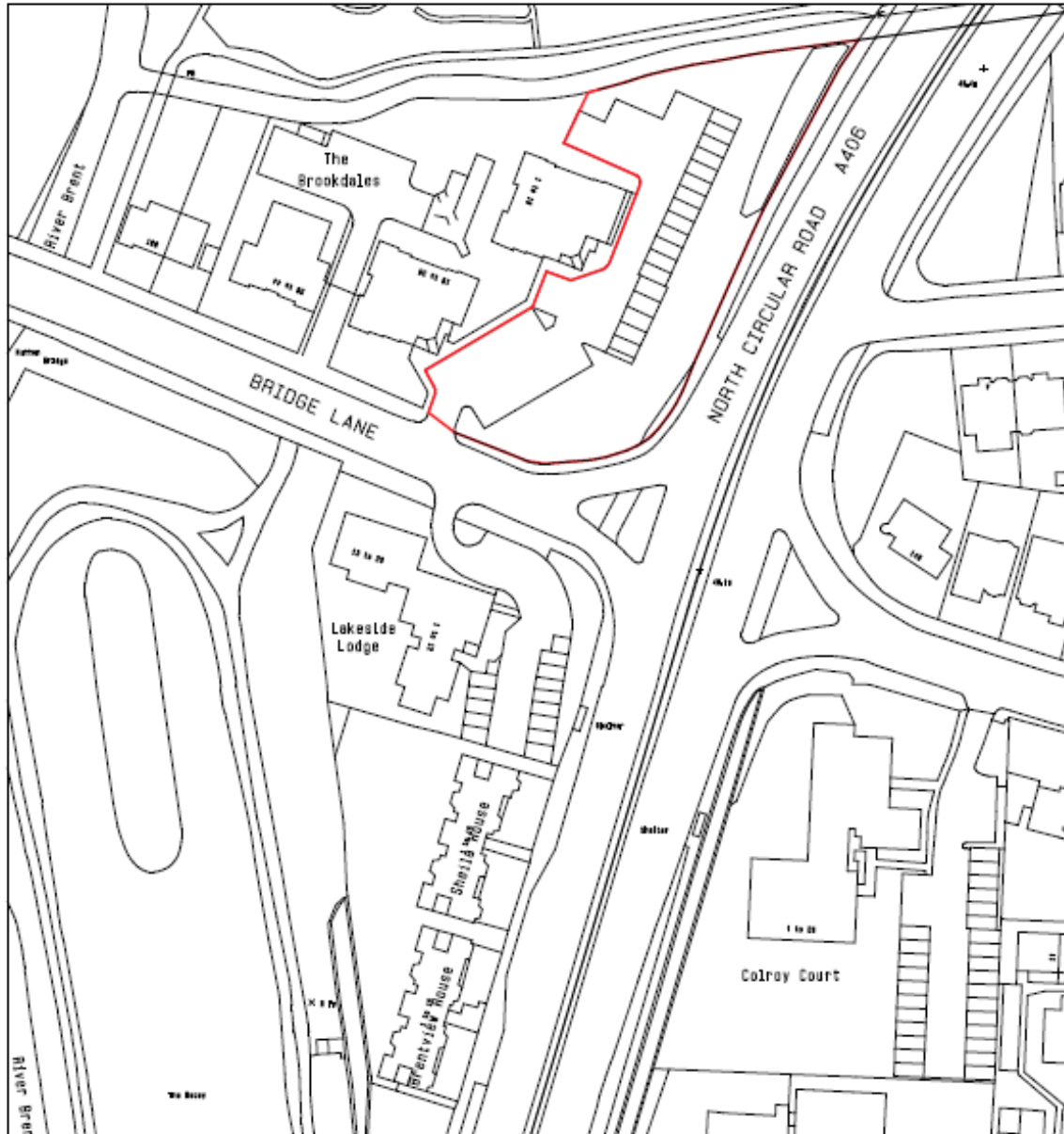
These have been addressed above.

6. Equality and Diversity Issues

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

7. Conclusion

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



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