

PLANNING AND ENVIRONMENT COMMITTEE

17 NOVEMBER 2011

ITEM 6

REPORT OF THE
ASSISTANT DIRECTOR OF PLANNING AND
DEVELOPMENT MANAGEMENT

BACKGROUND PAPERS – GENERAL STATEMENT

The background papers to the reports contained in the agenda items which follow comprise the application and relevant planning history files, which may be identified by their reference numbers, and other documents where they are specified as a background paper in individual reports. These files and documents may be inspected at:

Building 4, North London Business Park
Oakleigh Road South
New Southgate
London N11 1NP

Contact Officer: Mrs V Bell, 020 8359 4672

PLANNING AND ENVIRONMENT COMMITTEE

DATE: 17 November 2011

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H/03310/11

Mill Hill Ward

Inglis Barracks, Price Close, London, NW7 1PX

Preliminary infrastructure works including the demolition of existing buildings, ground re-profiling, site preparation and construction of an access road

Approve subject to conditions

F/03910/11

Woodhouse Ward

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Harwood Residential Home, 55 Christchurch Avenue, London, N12 0DG

Single storey side/ rear extension and single storey infill rear extension. Single storey rear extension to create 3no bedsits at rear of property. Extension to roof including increasing roof height, 2no side dormers at West Elevation and 1no side dormer at East Elevation with associated rooflights on both side elevations to facilitate a loft conversion. First and second floor side extension to accommodate internal lift. Alterations to all elevations

Approve Subject to Conditions

LOCATION: Inglis Barracks, Price Close, London, NW7 1PX

REFERENCE: H/03310/11

Received: 08 August 2011

Accepted: 04 October 2011

WARD(S): Mill Hill

Expiry: 29 November 2011

Final Revisions:

APPLICANT: Inglis Consortium

PROPOSAL: Preliminary infrastructure works including the demolition of existing buildings, ground re-profiling, site preparation and construction of an access road.

RECOMMENDATION: Approve Subject to Conditions

1. The development hereby permitted shall be carried out in accordance with the following approved plans: PRHMHE-DWG-P1-0003 (rev.102), PRHMHE-DWG-P1-0004 (rev.102), PRHMHE-DWG-P1-0005(rev.101), PRHMHE-DWG-P1-0006(rev.102), PRHMHE-DWG-P1-0007(rev.101), PRHMHE-DWG-P1-0008(rev.102), PRHMHE-DWG-P1-0009 (rev.102), PRHMHE-DWG-P1-0010(rev.101), PRHMHE-DWG-P1-0011(rev.102), PRHMHE-DWG-P1-0012(rev.101), Design and Access Statement (MHE/R1v.2), Aboricultural Impact assessment File Note (document ref.2133FN20), Phase 2 Geo-environmental Report (PRHMHE-RPT-P1-0004 version P:001), Remediation Strategy (PRHMHE-RPT-P1-0005), Archeological Scheme of Written Investigation (PRHMHE-RPT-P1-0001), Ecological Appraisal report (PRHMHE-RPT-P1-0002) and Estate Road Drainage Strategy (PRHMHE-TCN-P1-008 Rev.02) .

Reason:

For the avoidance of doubt and in the interests of proper planning.

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. 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 on other days unless previously approved in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

4. 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.

5. Prior to the commencement of the development, details of the access and estate road(s), including pedestrian access arrangements within the development, shall be submitted to and approved in writing by the Local Planning Authority. Highways Engineering Drawings and detailed Construction Specifications shall be submitted. The estate road as approved shall be constructed in accordance with the approved details before the site is occupied. For further guidance and contact details please refer to the Development Team, Highways Group.

Reason:

To ensure the safe form of access to the development and to protect the amenity of the area and to conform with Policy M11 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

6. No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. All works must be carried out in full in accordance with the approved details unless previously agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety in accordance with Policy M11 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

7. Details of Stopping Up of Highways - Prior to the commencement of the development hereby approved, details of any highway within the site to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Reason:

To ensure that adequate public access is provided throughout the development.

8. Prior to the occupation of the development a Waiver of liability and indemnity agreement must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.

Reason:

To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with Policy M11 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

9. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason:

To protect groundwater. The submitted Geo-Environmental report demonstrates that the site is contaminated with residual radiological contamination and other contaminants such as asbestos, total petroleum hydrocarbons, polycyclic aromatic hydrocarbons, ground-gas and metal concentrations above acceptable levels. It is therefore important that the risk groundwater is appropriately assessed and that the site is cleaned up through this development.

10. Prior to commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason:

To protect groundwater. To ensure that any necessary remediation works are carried out appropriately on site.

11. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason:

To ensure that any previously unidentified contamination is disposed of appropriately.

12. Piling or any other intrusive penetrative works shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason:

To protect groundwater. The site is known to have residual radiological contamination and other contaminants such as asbestos, total petroleum hydrocarbons, polycyclic aromatic hydrocarbons, ground-gas and metal concentrations above acceptable levels. Piling or any intrusive works will create pathways for pollutants present on site.

13. Environmental health condition to be inserted awaiting wording.
14. The spoil generated by this consent shall be stored on site for a limited period only, expiring on two years from the date of this consent when the use of the land for storage of spoil shall be discontinued and the land reinstated in accordance with details approved by the Local Planning Authority in writing.

Reason:

To protect the amenities of the area.

INFORMATIVE(S):

1. The reasons for this grant of planning permission or other planning related decision are as follows: -

- i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Unitary Development Plan (2006).

In particular the following policies are relevant:

Adopted Barnet Unitary Development Plan (2006):GBenv1, GBEnv2, GRoadNet, GWaste, ENV14, D1, D2, D13, HC17, M4, M8 and M13

Core Strategy (Publication Stage) 2010:CS1, CS3, CS5, CS9, CS12, CS14.

ii) The proposal is acceptable for the following reason(s): -the proposal would not compromise the outline planning permission (H/04017/09) for the redevelopment of the wider site. The proposal is acceptable on highways grounds.

2. **DEMOLITION AND CONSTRUCTION MANAGEMENT PLAN (DCMP)**

Any details submitted in respect of the Demolition and Construction Management Plan above shall include, but not limited to: 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 and precautions to minimise damage to trees on or adjacent to the site.

3. The applicant is advised that the council will not adopt the estate road(s). However, if the councils refuse vehicles are required to enter the site, the estate road(s) must be constructed to adoptable standards. Details of the road construction requirements can be obtained from, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
4. The gradients for the proposed access road and footways shall meet minimum guidelines set out in Manual for Streets.
5. The applicant is advised that the Traffic and Development Team will process any applications to stop up highway under the Town and Country Planning Act 1990. Further details can be obtained from, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
6. The Environment Agency recommend that any work carried out on site is in line with:
- * The risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
 - * The Environment Agency Guiding Principles for Land Contamination for the type of information required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, e.g. human health.

1. **MATERIAL CONSIDERATIONS**

National Planning Policy Guidance/ Statements:

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 5: Planning and the Historic Environment (2010)
- Planning Policy Statement 9 (PPS9): Biodiversity and Geological

- Conservation
- Planning Policy Statement 10 (PPS10): Planning for sustainable waste management
- Planning Policy Guidance Note 13 (PPG13): Transport
- Planning Policy Statement 25 (PPS25): Development and Flood Risk

The Mayor's London Plan: July 2011

The London Plan: Spatial Development Strategy for Greater London (July 2011) is the development plan in terms of strategic planning policy. Relevant strategic policy includes:

Policies 2.8, 2.13, 6.3, 6.10 and 6.12

Barnet Unitary Development Plan (2006) Saved Policies: GBEnv1, GBEnv2, GRoadNet, GWaste, ENV14, D1, D2, D13, HC17, M4, M8 and M13

Core Strategy (Submissions Stage) 2011

The Planning and Compulsory Purchase Act 2004 reformed the development plan system replacing the Unitary Development Plan (UDP) with the Local Development Framework (LDF). The LDF will be made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Until the LDF is complete, 183 policies within the adopted UDP remain. The replacement of these 183 policies is set out in both the Core Strategy and Development Management Policies DPD.

The core strategy will contribute to achieving the vision and objectives of Barnet's Sustainable Community Strategy and will help our partners and other organisations to deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by planning. It also addresses other factors that make places attractive and distinctive as well as sustainable and successful.

The Council published its LDF Core Strategy Submission Stage document in May 2011. The document has been subject to three rounds of public consultation and is in general conformity with the London Plan: therefore weight can be given to it as a material consideration in the determination of planning applications.

Relevant Core Strategy Policies: CS1, CS3, CS5, CS9, CS12, CS14.

Relevant Development Management DPD Policies: DM01, DM03, DM04, DM06, DM16, DM17

Mill Hill East Area Action Plan (AAP):

The London Borough of Barnet (LBB) and the Mayor of London have designated the Mill Hill East area as an Area of Intensification in the London Plan and Unitary Development Plan (UDP).

The Council recognised that Mill Hill East was an area where more detailed policies were required to guide future development and in 2006 commenced work on an Area Action Plan (AAP) which covered an area of 48 hectares focused primarily on the former Inglis Barracks site. The aim of the AAP was to seek to ensure that development takes place in a balanced and coordinated manner by setting out a comprehensive framework to guide the delivery of housing, employment, leisure and associated community facilities, infrastructure, transport initiatives and environmental protection and enhancement.

The AAP was the subject of lengthy public and stakeholder involvement which culminated in an Examination in Public (EiP) in October 2008. Following receipt of the Inspectors decision notice the AAP was amended and in January 2009 the Mill Hill East Area Action Plan (AAP) was adopted by the Council. The AAP therefore forms a material consideration in the determination of Planning Applications in this area.

The relevant policies for the consideration of this application are: MHE9, MHE10, MHE11, MHE12 and MHE16.

Relevant Planning History:

The site forms part of a larger site that was previously in use as military barracks, the majority of development on site was exempt from the statutory planning process having benefited from Crown Immunity.

Outline Planning Permission was granted in September 2011 for the comprehensive redevelopment of a larger site which incorporates the current application site.

Planning History for Mill Hill East:

H/04017/09

Residential-led mixed use development, involving the demolition of all existing buildings (excluding the Officers' Mess building) and ground re-profiling works, to provide 2,174 dwellings, a primary school, GP surgery, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470sqm of employment (B1) uses, a district energy centre and associated open space, means of access, car parking and infrastructure.

Approved 22.9.11

Parts of the barracks have been disposed of for redevelopment over the last 15 years. This includes an area of land at the junction of Frith Lane/Partingdale Lane which has an extant consent granted in 2002 for 360 residential units. This area is currently under construction by Countryside/Annington Properties and is known as Ridgemont.

Planning History for Ridgemont:

W01708X/99

Redevelopment of north eastern corner of the Barracks for residential purposes with access from Frith Lane and Bittacy Hill (Outline application)

Approved 30.8.02

W01708AA/04

Details of siting, design, external appearance of buildings, means of access and landscaping pursuant to Condition 1 of the outline planning application ref.W010708X for the redevelopment of the north eastern corner of the Barracks for residential purposes with access from Frith Lane and Bittacy Hill approved 30 August 2002.

Refused 21.9.05

Dismissed at appeal 21.12.05

W01708AB/04

Details of siting, design, external appearance of buildings, means of access and landscaping pursuant to Condition 1 of the outline planning application ref.W010708X for the redevelopment of the north eastern corner of the Barracks for residential purposes with access from Frith Lane and Bittacy Hill approved 30 August 2002 (duplicate application).

Appeal for non-determination.

Allowed at appeal 21.12.05

Consultations and Views Expressed:

Neighbours Consulted: 175

Replies: 3

Neighbours Wishing To 0

Speak

The objections received may be summarised as follows:

- There needs to be sufficient local secondary school facilities to cater for such a large community.
- Mill Hill East station must be improved.
- The bus service is poor.
- Frith Lane is a very busy road and the mini roundabout should be removed and a new junction installed
- The pavement along Frith Lane is in a poor state of repair and is poorly lit at night.
- The information submitted with the application is not helpful as the plans show the previous layout of the site rather than the current layout.
- The application does not reference the phasing of the overall development or how it sits within the wider scheme.
- The proposal should not be considered in isolation but in the context of the other applications that were submitted in October/November.

Internal /Other Consultations:

Environment Agency: Planning permission is acceptable subject to a number of conditions.

Natural England: The ecological survey submitted with this application has identified that there will not be any significant impacts on statutorily protected sites, species or on priority Biodiversity Action Plan (BAP) habitats as a result of this proposal.

Traffic and Development: The proposals are in accordance with the LB Highways specifications subject to a number of conditions.

Environmental Health: The remediation strategy addresses all the relevant issues. Planning permission acceptable subject to a number of conditions.

Trees: No objection.

Date of Site Notice: 13 October 2011

2. PLANNING APPRAISAL

Planning Context:

In September 2011 outline planning permission was granted for the redevelopment of a site known as Mill Hill East this site covers an area of approximately 33.6 hectares (83 acres) and is located within the Mill Hill ward. The site is bounded to the east by Frith Lane, to the north by Partingdale Lane and to the west by Bittacy Hill (B552). Bittacy Business Park is immediately to the south of the site and Mill Hill East Underground station (Northern Line) lies to the south west.

This site comprised of Inglis Barracks, the Councils depot and recycling centre and the Scout camp.

To the east of this site is an area of land at the junction of Frith Lane/Partingdale Lane which has an extant consent (ref: W01708AB/04) granted in 2002 for 360 residential units. This area is currently under construction by Countryside/Annington Properties and is known as Ridgemont.

Background to the application

In order to enable the delivery of the main east/west link road for the larger Mill Hill East scheme (Ref: H/04017/09, granted consent 22nd September 2011), an area covered by the Ridgemont planning consent was included in the application site. This area would have provided the final 98 units for the Ridgemont scheme.

To enable delivery of this area of the site for the larger scheme the land owners agreed to a land swap, to provide an alternative site for the remaining 98 units of the Ridgemont development. This alternative site now forms Phase 1 of the outline planning permission.

As part of the requirements of the land swap agreement an access road for Phase 1 needs to be provided by the land owners of the larger Mill Hill East site.

The outline planning application for the comprehensive redevelopment of the site was granted in September 2011. In order to ensure that the Ridgemont developers pursue the comprehensive scheme approved under the outline consent rather than finish implementing their original consent (ref: W01708AB/04) Phase 1 needed to be submitted in advance of discharging the pre-commencement conditions covering the wider site. This was recognised by the outline consent in that condition 5a 'carves out' the Phase 1 infrastructure works and the pre-commencement conditions exclude the Phase 1 works. As a result it was agreed that the Phase 1 preliminary infrastructure works would be submitted for approval in the form of a freestanding full planning application as opposed to a Reserved Matters submission pursuant to the outline consent.

Site Description and Surroundings:

The site is split into two sections which extended to approximately 0.735ha in total. The site is bounded by the Ridgemont housing scheme to the east and north, land accommodating former MoD married quarters housing to the north and south and Inglis Barracks to the west.

The site currently accommodates residential buildings (comprising a mix of flats, houses and garages) which are surrounded by areas of hardstanding and grassland.

The site slopes steeply with a drop of 15m in levels from east to west.

Proposal:

The proposed development comprises the construction of a new access road to provide vehicle access from Morphou Road (the Ridgemont development) into the Mill Hill East site in order to provide vehicle access to Phase 1 of development associated with outline planning consent H/04017/09.

The development will involve the demolition of all existing buildings on the site and ground re-profiling works in and around the proposed access road and on an area of land to the south east where material excavated from the area in/around the access road will be stored until it is used elsewhere on the larger site.

The access road will be constructed at re-profiled ground level. It will be 188 metres in length and have a carriageway width of 5.5m. The carriageway would be edged with a 14.5cm wide kerb and the lower section of the road at the junction with Morphou Road will benefit from a 2m footpath. The road will rise approximately 15m from east to west.

The road will be constructed of stone mosaic asphalt and will have two 'table top' junctions with a tegula Priora Concrete Block paving surface treatment. Pavements will be edged with a 125mm/50mm conservation kerb and surfaced in macadam with a golden aggregate.

The road will be orientated on an east west axis and will be broken up by three junction heads.

Planning Considerations:

Principle of development: The principle of an access road in this location has been established by the outline planning consent H/04017/09 dated 22nd September 2011.

Ordinarily infrastructure works such as the access road would form part of a detailed Reserved Matters application. However, due to the complexities of land ownership; the fact that the current applicant will not be the end developer for the development parcels and that the road needs to come forward early in the process in order to enable a land swap a separate application for preliminary infrastructure works to provide the access road to Phase 1 has been submitted.

The outline planning permission consists of a series of parameter plans which establish a series of parameters and principles to create a clear framework of planning control and fix the quantum of development, land uses, levels and access arrangements. The parameter plans will be used when considering the Reserved Matters applications for each phase of the development and will ensure the evolution of a cohesive development.

The key parameter plans of relevance to the consideration of this application are:

- **Parameter Plan 1:** Access and Movement
Establishes the locations of the primary and secondary access points to the site for vehicles, cyclists and pedestrians; internal circulation arrangements for vehicles, cycles and pedestrians including street hierarchy and bus routes and defines locations for bus stops.
- **Parameter Plan 6:** Levels strategy
Identifies existing ground levels and sets parameters for future ground levels within the site.

In order to support the detail contained within the Parameter Plans the outline consent has a number of additional documents that form a 'strategic development framework' in accordance with the requirements of Policy MHE18 of the AAP. The 'framework' establishes a series of development principles that will be used to guide detailed elements and the preparation of Reserved Matter applications. Of relevance to the consideration of this application are the following documents:

- Design Principles Document;
- Transport Strategy and Assessment;
- Technical/Infrastructure Strategy;
- Phasing and Delivery Strategy.

The proposals comply with the approved Parameter plans in terms of location of the proposed road and levels. The road has been designed to link in to the future road network and designed to take the capacity of traffic envisaged by the Transport Assessment that accompanied the outline application. The layout

of the road includes a number of turning heads which are aligned with the block layout approved under Parameter Plan 4 (Scale).

Finally, Condition 4 of the outline consent requires the submission and approval of a Design Code. The Design Code will provide a further layer of detail to the Outline consent to help shape future Reserved Matters applications. Part of the Design Codes will provide an approved palette of materials for use throughout the site. This will ensure a cohesive development. The proposed materials for the road comply with those set out in the draft Design Codes and the requirements of the LB Highways section.

This application for preliminary infrastructure works is therefore not considered to compromise the outline planning consent.

Loss of existing dwellings: The proposal will result in the loss of existing residential buildings (38, three bed flats and 19, three bed houses). These dwellings are currently either vacant or on shorthold tenancies. The proposed works comprise an advance stage of enabling works which will unlock the wider Mill Hill East site for comprehensive residential-led redevelopment which will enable the replacement of these dwellings at existing/higher densities. The proposal is therefore considered to be in accordance with London Plan Policy 3A.15 and Barnet UDP Policy H3.

Transport and Highways: The internal road is being constructed as part of an outline planning consent and will connect with Morphou Road which serves as a feeder road onto the junction with Frith Lane. The Transport Assessment that accompanied the outline planning application included testing of these junctions to ensure that they had the capacity to accommodate the predicted traffic generated by the larger development.

Due to the topography of the existing site, the levels are steep. The gradient of the road reflects this and whilst this will be steep for pedestrian, cyclists and vehicular access will meet Manual for Streets guidelines.

The road is not being proposed for adoption and would be a private estate road as is the case for the existing roads on the Ridgemont development. For this reason the proposed raised tables at the junctions are permitted (it should be noted that at present LBB does not permit raised tables on the public highway). The materials and layout are in accordance with LBB Highway specifications. The proposals are therefore considered acceptable on Highways grounds subject to a number of conditions.

Ecology and Nature Conservation: PPS9 provides guidance on nature conservation in the context of the planning process. This guidance states that the presence of protected species and the potential impact on designated nature conservation sites are material considerations.

Policy MHE9 of the AAP states that ecological surveys will be required before development can commence to ensure appropriate mitigation measures are undertaken and encourages the planting of native species to encourage biodiversity.

The ecological survey submitted with this application has identified that there will not be any significant impacts on statutorily protected sites, species or on priority Biodiversity Action Plan (BAP) habitats as a result of this proposal.

Trees: UDP Policy D13 states that when assessing development proposals the Council will seek to ensure that as many trees of value are retained on site as is practical; that existing trees are protected during works and that an appropriate level of new tree and shrub planting is provided. The AAP reinforces this by advocating that mature trees should be retained wherever possible and that these will be reinforced with new planting.

The proposal would result in the loss of 5 trees which consist of 2 Crab Apple and 1 Alder which are all Category C trees (low quality and value) and a Field Maple which is a Category B tree (moderate quality and value). Finally there is a group of Elder and Wild Cherry also classified as Category C.

Reprofiled land will be finished with grass in accordance with the surrounding area.

The Mill Hill East AAP recognises that there will need to be some loss of trees in order to enable the implementation of the scale of development required by the AAP.

New and retained trees will be focused within parks and along streets. Future replacement planting for this area will therefore be considered when the Reserved Matters application for this phase of development is submitted.

Contaminated Land: PPS23 advises that any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration. The presence of contamination in land can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land but development presents an opportunity to deal with these risks successfully. Contamination is not restricted to land with previous industrial uses, it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities;

Saved Policy ENV14 of the adopted UDP advocates that development on contaminated land will be encouraged subject to site investigations and conditions to require survey and mitigation.

A remediation strategy was submitted with the application and it is considered that this satisfactorily addresses all the relevant issues subject to a number of conditions to ensure that the site is remediated in an appropriate and coordinated manner as part of the redevelopment process.

Waste Management and Waste Facilities: PPS 10 'Planning for Sustainable Waste Management' (July 2005) sets the wider context for dealing with waste within the planning system. Although primarily focused on planning for the proper provision of waste management facilities, PPS 10 nevertheless requires

major developments to incorporate appropriate design features and working plans to facilitate the proper management of waste during both the construction and operational phases. These requirements have been reinforced through the updating of the Building Regulations.

The proposal will generate solid waste that cannot be reused or recycled immediately on site. The current proposal is therefore to store this on site and to re-use it during the construction of Phase 1.

The proposal to store this waste on site is considered acceptable as it provides a more sustainable alternative than disposing of it off site in accordance with national and local policy. A condition requiring the reuse of this material is recommended.

Archaeology and Cultural Heritage: Planning Policy Statement 5: Planning for the Historic Environment (PPS5) sets out the Government's planning policies on the conservation of the historic environment. The Government's overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generation and to contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available, particularly where a heritage asset is to be lost

When the outline planning application (H/04017/09) was considered an archaeological assessment established that no physical archaeological remains are known to be present in the Site but that the potential exists for such remains to be present. The potential adverse impacts identified by the assessment would arise from the loss of physical remains. Such physical loss is irreversible and thus the potential effects, if realised, would be permanent. Likewise, any potential positive effects that arise from mitigation would also be permanent.

The site wide assessment concluded that it would be appropriate for the archaeological potential of the Site to be evaluated through an archaeological field evaluation. Such an assessment for this part of the site accompanies the current application. It proposes that an archeological watching brief will be implemented on the early stages of road construction and during the removal of any below ground structures required as part of the development.

The development would also involve the demolition of all of the on-site structures. A condition on the outline planning permission requires an historic building record of structures to be demolished to be undertaken. The current proposal would see the demolition of 5 buildings which were built in the 1970's and reflect the institutional architecture of that time. It is therefore considered that an historic building record of these five units is not required.

It is considered that there would be no adverse impacts in relation to archaeology that will arise from the proposal and that it therefore complies with the relevant national, regional and local policies.

3. COMMENTS ON GROUNDS OF OBJECTIONS

It is considered that many of the objections raised do not relate to this application but to the outline planning consent for the redevelopment of the wider site. The issues of school places, improvements to Mill Hill East station and junction improvements were covered in detail in the report on application H/04017/09 that was reported to the Planning and Environment Committee on the 13th April 2011.

In response to the objections that relate to this application:

- * The application site is in two parts. The plans for the road show the proposal in the context of the Ridgemont development whilst the plans for the spoil storage area appear unchanged because this area of the site is yet to be developed.
- * The supporting documentation does provide the context for the application, how it relates to the outline consent and where in the phasing this development would occur. This is not provided in plan form.
- * The applications submitted in October/November are to discharge the pre-commencement conditions for the outline consent. This proposal reflects the information submitted in those applications for this part of the site.

4. EQUALITIES AND DIVERSITY ISSUES

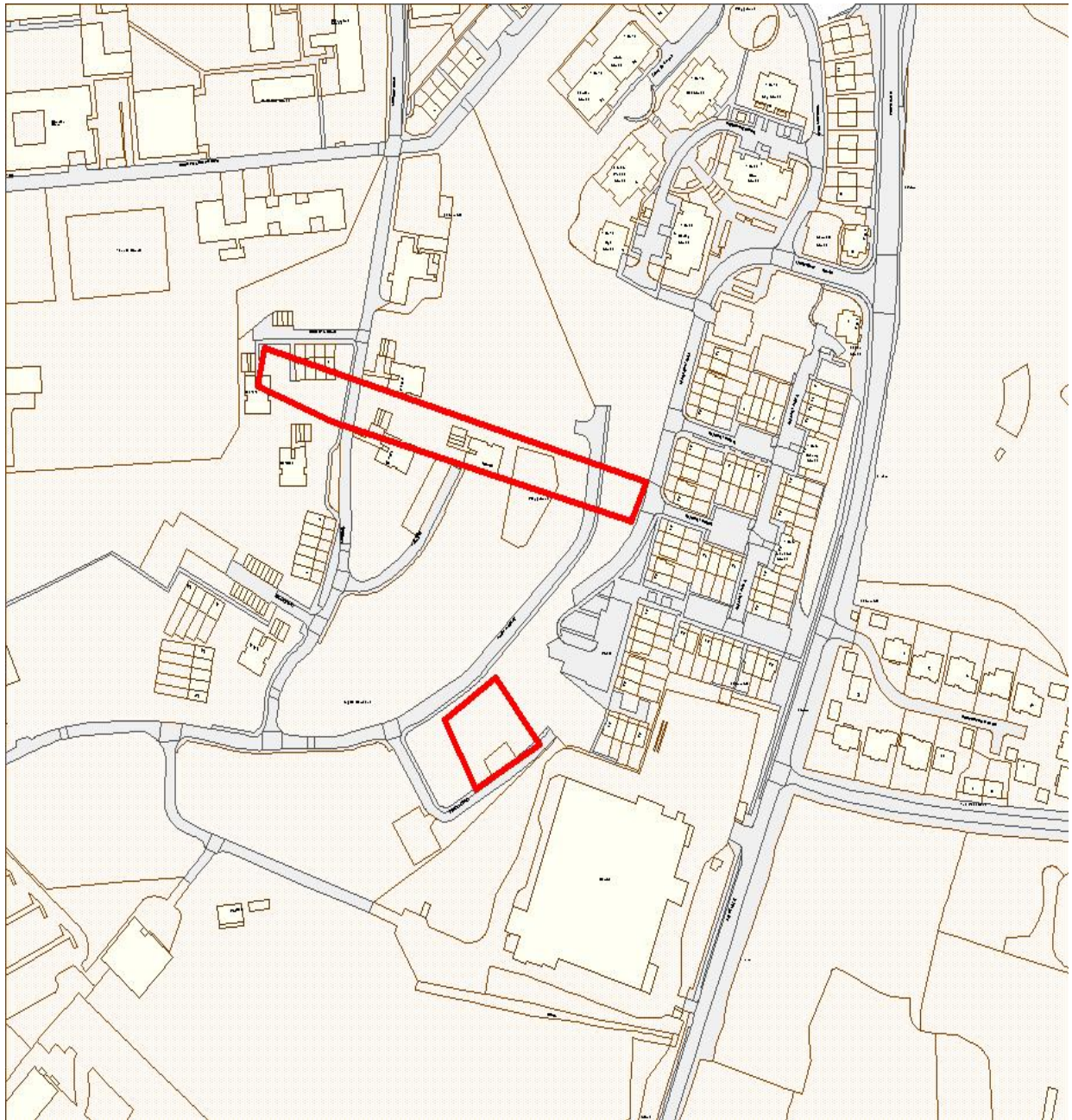
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. CONCLUSION

As conditioned the proposal would not compromise the outline planning permission for the redevelopment of the wider site. The proposal is acceptable on highways grounds. It is recommended that the application be **approved** subject to discharging the attached conditions.

**SITE LOCATION PLAN:
REFERENCE:**

**Inglis Barracks, Price Close, London, NW7 1PX
H/03310/11**



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LOCATION: Harwood Residential Home, 55 Christchurch Avenue, London, N12 0DG

REFERENCE: F/03910/11 **Received:** 20 September 2011
Accepted: 21 September 2011

WARD(S): Woodhouse **Expiry:** 16 November 2011

Final Revisions:

APPLICANT: MIND in Barnet

PROPOSAL: Single storey side/ rear extension and single storey infill rear extension. Single storey rear extension to create 3no bedsits at rear of property. Extension to roof including increasing roof height, 2no side dormers at West Elevation and 1no side dormer at East Elevation with associated rooflights on both side elevations to facilitate a loft conversion. First and second floor side extension to accommodate internal lift. Alterations to all elevations.

RECOMMENDATION: Approve Subject to Conditions

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan; Design & Access Statement; Plan No's: 1381/01; 1381/02; 1381/03; 1381/04; 1381/05 D; 1381/06 D; 1381/07 C; 1381/08; 1381/09; 1381/10; 1381/11.

Reason:

For the avoidance of doubt and in the interests of proper planning.

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. The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s) unless otherwise agreed in writing by the local planning authority.

Reason:

To safeguard the visual amenities of the building and the surrounding area.

4. The roof of the combined ground floor rear extension shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area, without the benefit of the grant of further specific permission in writing from the Local Planning Authority.

Reason:

To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking.

5. The proposed bedsits to the rear of the site as part of this proposal hereby permitted shall at all times be ancillary to and occupied in conjunction with the main building and shall not at any time be occupied as separate units.

Reason:

To ensure that the development does not prejudice the character of the locality and the amenities of occupiers of adjoining residential properties.

6. Before the development hereby permitted is occupied, parking spaces shall be retained in accordance with the planning application submitted and that area shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development.

Reason:

To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with Policies M11, M13 and M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

7. Before the development is occupied the Travel Plan shall be submitted and to and approved by the Local Planning Authority. This should include the appointment of a Travel Plan coordinator. The Travel plan should be reviewed annually in accordance with the target set out in the Travel Plan.

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with policies GSD, and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

INFORMATIVE(S):

1. The reasons for this grant of planning permission or other planning related decision are as follows: -

- i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Unitary Development Plan (2006).

In particular the following policies are relevant:

Adopted Barnet Unitary Development Plan (2006): GSD, GBEnv1, GBEnv2, D1, D2, D3, D5, D6, H12, ENV12, M3, M11, M13 & M14.

Core Strategy (Publication Stage) 2010: CS5, DM01, DM02, DM03, DM07.

ii) The proposal is acceptable for the following reason(s): -
Having taken all material considerations into account, the proposed development would be in keeping with the character and appearance of the surrounding area and in a design which is considered to be in keeping with neighbouring dwellings. The proposed development is not considered to have a detrimental impact on the residential amenities of neighbouring developments.

2. Barnet Travel Plan Builder is online package. It is easy to use and will help you construct your travel plan efficiently. All you have to do is input the information when you are prompted and at the end you will have your site specific travel plan. The travel plan is broken down into manageable chunks and progress is saved in incremental stages.

It can also be reviewed and modified at any stage up until it is submitted. Submission can be done on-line or Traffic & Development Section, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP

3. The applicant is advised that any alteration if required to the public highway (including pavement) will require prior consent of the local highways authority. You may obtain an estimate for this work from Environment Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

1. MATERIAL CONSIDERATIONS

National Planning Policy Guidance/ Statements:

The determination of planning applications is made mindful of Central Government advice and the Development 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 basic question is whether the proposal would unacceptably affect amenities and the existing use of land and buildings which ought to be protected in the public interest.

Planning Policy Statement PPS 1 “Delivering Sustainable Development”, states at paragraph 3 that “At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone now and for future generations”. High quality inclusive design is identified as one of the key principles that should be applied to ensure that decisions taken on planning applications contribute to the delivery of sustainable development. Paragraph 13(iv) indicates that “Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted” and at para. 18 that “Planning should seek to maintain and improve the local environment.... through positive policies on issues such as design....” Further comment regarding “Design” is made at para’s 33-39.

The Mayor's London Plan July 2011:

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 2031. It forms part of the development plan for Greater London.

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.

Relevant Unitary Development Plan Policies:

The statutory plan for the Borough is the Barnet Unitary Development Plan. This was adopted on 18 May 2006, replacing the original UDP adopted in 1991. On 13 May 2009 the Secretary of State for Communities and Local Government issued a Direction "saving" 183 of the 234 policies within the UDP. The Direction and accompanying schedule and a letter from the Government Office for London.

One overall theme that runs through the plan is 'sustainable development'. Policy GSD states that the Council will seek to ensure that development and growth within the borough is sustainable.

Relevant policies to this case: GSD, GBEnv1, GBEnv2, D1, D2, D3, D5, D6, H12, GCS1, CS1, CS12, ENV12, M3, M11, M13 & M14.

In June 2005 the Council published its "Three Strands Approach", setting out a vision and direction for future development, regeneration and planning within the Borough. The approach, which is based around the three strands of Protection, Enhancement and Growth, will protect Barnet's high quality suburbs and deliver new housing and successful sustainable communities whilst protecting employment opportunities. The second strand of the approach, "Enhancement", provides strong planning policy protection for preserving the character and openness of lower density suburbs and conservation areas. The Three Strands Approach will form the "spatial vision" that will underpin the Local Development Framework.

The Council has also adopted (June 2007), following public consultation, a Supplementary Planning Document "Sustainable Design and Construction". The SPD provides detailed guidance that supplements policies in the Unitary Development Plan, and sets out how sustainable development will be delivered in Barnet. Part 6 of the SPD relates to generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards.

As part of its emerging Local Development Framework the Council has adopted (October 2006), following consultation, a Supplementary Planning Document relating to Planning Obligations. This highlights the legislation and Barnet's approach in requiring contributions from new development.

Core Strategy (Publication Stage) 2010

The Planning and Compulsory Purchase Act 2004 reformed the development plan system replacing the Unitary Development Plan (UDP) with the Local Development Framework (LDF). The LDF will be made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Until the LDF is complete, 183 policies within the adopted UDP remain. The replacement of these 183 policies is set out in both the Core Strategy and Development Management Policies DPD.

The Core Strategy will contribute to achieving the vision and objectives of Barnet's Sustainable Community Strategy and will help our partners and other organisations to deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by planning. It also addresses other factors that make places attractive and distinctive as well as sustainable and successful.

The Council published its LDF Core Strategy Publication Stage document in September 2010. The document has been subject to three rounds of public consultation and is in general conformity with the London Plan: therefore weight can be given to it as a material consideration in the determination of planning applications.

Relevant policies: CS5, DM01, DM02, DM03, DM07.

Relevant Planning History:

Site Address: 53 Christchurch Avenue, London, N12 0DG
Application Number: F/03361/08
Application Type: Full Application
Decision: Withdrawn
Decision Date: 04/11/2008
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Conversion of property to four self contained flats with a rear two story extension.**
Case Officer: David Campbell

Site Address: 53 Christchurch Avenue, London, N12 0DG
Application Number: F/03301/09
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 09/11/2009
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Conversion of property to five self contained flats including single storey rear extensions, rear dormer window to facilitate a loft conversion and associated parking and landscaping.**
Case Officer: David Campbell

Site Address: 53 Christchurch Avenue, London, N12 0DG
Application Number: F/04081/10
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 30/11/2010

Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Conversion of property to five self contained flats including single storey rear extension and associated parking and landscaping.**
Case Officer: David Campbell

Consultations and Views Expressed:

Neighbours Consulted: 60 Replies: 3
Neighbours Wishing To Speak 0

The objections raised may be summarised as follows:

1. The proposed 3 bedsits to the rear of the site will not be supervised - object to this on the grounds that there will likely be noise, nuisance, and trespass on our land from the tenants with mild to moderate mental disorders;
2. Car parking concerns as a result of inadequate parking at Harwood;
3. The proposed use of the site would not be suitable for this residential area;
4. The proposed extensions will result in a building out of character within the area;
5. Loss of privacy to the rear of the site;
6. Impact of trees.

Internal /Other Consultations:

Traffic & Development -
Proposal is acceptable on highways grounds subject to the highway's conditions and informatives.

Property Services -
No comments received.

Barnet NHS (Former PCT) -
No comments received.

Date of Site Notice: 29 September 2011

2. PLANNING APPRAISAL

Site Description and Surroundings:

The site consists of a large detached property located in a predominantly residential area of the Woodhouse ward. The site does not fall within a conservation area. At present the ridge line of the application is dwarfed by that of the current building at 53 Christchurch Avenue. The lawful use of the site is for a residential institution.

Proposal:

The proposal relates to a single storey side/rear extension and single storey infill rear extension; single storey rear extension to create 3no bedsits at rear of property; extension to roof including increasing roof height, 2no side dormers at West Elevation and 1no side dormer at East Elevation with associated rooflights on both

side elevations to facilitate a loft conversion; first and second floor side extension to accommodate internal lift; and alterations to all elevations.

The application has been submitted by Mind in Barnet which is an independent local charity, which provides services to Barnet residents who have mental health problems. They have been operating in Barnet for over 25 years, and are at present operating from two local properties: 2 School Way N12 0RY and Dove House, Dove Close NW7 2AQ. The services they will run from Harwood will replace the services, which are currently run from the two existing properties, which they will be selling. They also provide services in the community and in Edgware and Chase Farm hospitals.

Mind in Barnet intends to use Harwood as their head office, and the base for delivery of all their current core services. The use itself is not considered to require planning permission.

Planning Considerations:

The main issues in this case are considered to be:

1. Whether harm would be caused to the character and appearance of the area;
2. The living conditions of existing/future neighbouring residents - noise and disturbance;
3. Parking, Access and Vehicle Movements.

Character and appearance

The Borough has an attractive and high quality environment that the Council wishes to protect and enhance. It is therefore considered necessary to carefully assess both the design and form of new development to ensure that it is compatible with the established character of an area that is defined by the type and size of buildings, the layout, intensity, and relationship with one another and their surroundings.

The Government advice in PPS1 says good design ensures attractive usable, durable and adaptable places. Good design is indivisible from good planning. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities for improving the character and quality of an area should not be accepted.

Overall, it is considered that the size, height, mass and appearance of the building as amended from that of the original would be harmonious with and not over dominate the scale or adversely affect the character of adjacent buildings.

The proposal is considered to have a minimal impact on the residential amenity of neighbouring occupiers. The proposal as amended is considered to result in a proposed bulk and siting of the building that would not detrimentally impact on the amenity of neighbouring occupiers or result in a significant loss of light to surrounding habitable room windows.

The depth beyond the rear building line and arrangement of the extensions to the sides of the building are considered to not have a detrimental impact on the

amenities of users with no's. 53 & 1 + 3 Greenways which would not justify a reason for refusal on this occasion.

The proposed design would respect the general proportions of the surrounding urban fabric.

The proposed development would protect the quality and character of the borough's built environment (Policy GBEEnv1 and GBEEnv2). The proposal would preserve the local character of properties with pitched and hipped tiled roofs, which is based upon an understanding of local characteristics, and respect the appearance, scale and bulk of surrounding buildings (Policy D2).

Living conditions of existing/future neighbouring residents:

One of the Council's key objectives is to improve the quality of life for people living in the Borough and therefore development that results in unacceptable harm to neighbours' amenity is unlikely to be supported. Good neighbourliness is a yardstick against which proposals can be measured.

Policy ENV12 says that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive developments will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise will not normally be permitted. The applicant has advised the LPA of the way in which the site will be operated. It is not considered likely that the use of this site and additional space would lead to unacceptable levels of noise and disturbance. It should be noted that the proposed use could be carried out within the existing premises without the need for planning permission and that only the increase in floorspace requires permission.

The living conditions of future users of the 3 proposed bedsits would be greatly enhanced from the current situation where the existing bedrooms are smaller and to a lower standard to those proposed.

Parking, Access and Vehicle Movements:

The day service would cater for a maximum of 25 people in a session with 21 part time staff and up to 6 volunteer counsellors present on site. 4 parking spaces are being proposed including a disabled parking space.

Considering that;

- The site located within a walking distance of a town centre;
- And within an 'All day Controlled Parking Zone';
- The site is served by good public transport facilities.

The proposal is not likely to have any significant additional impact on the public highway and therefore is considered acceptable on highways grounds.

3. COMMENTS ON GROUNDS OF OBJECTIONS

It is considered that the character related concerns raised on this application were not sufficient to constitute a reason for refusal.

The highways related concerns have been covered in the appraisal above.

The fears of the objectors regarding security and other general concerns regarding the proposed use would not be sufficient to constitute a reason for refusal.

4. EQUALITIES AND DIVERSITY ISSUES

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

5. CONCLUSION

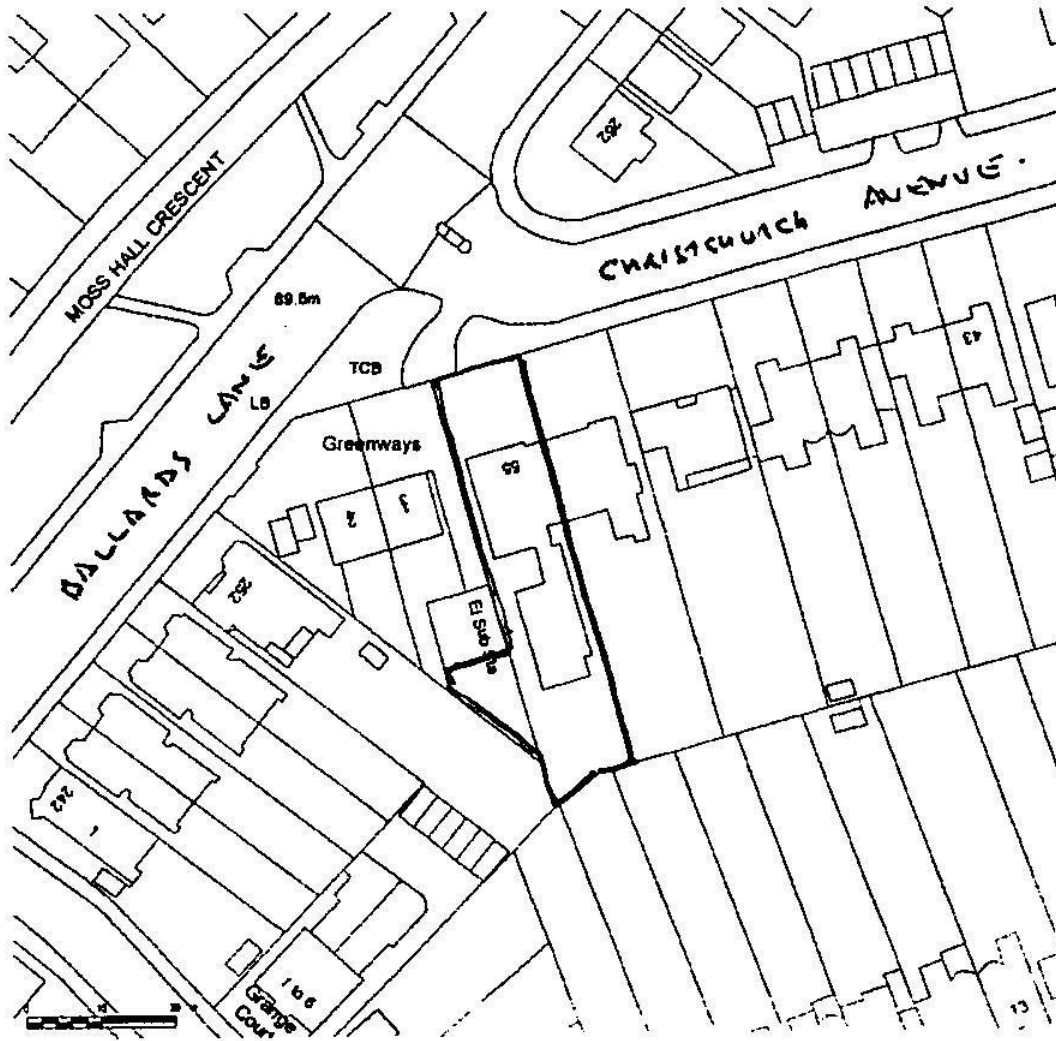
The proposal complies with the requirements of PPS1 which states in part that, 'design which is inappropriate in its context, or which fails to take the opportunities available for improving character and quality of an area and the way it functions, should not be accepted'.

The Local Planning Authority takes the view that where a proposal requires planning permission the policies of the up-to-date Unitary Development Plan and the advice in the Supplementary Planning Guidance has been followed. The proposal has been considered against these factors.

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, this proposal complies with the Adopted Barnet UDP policies and would be in keeping with the character and appearance of the surrounding area. It is not considered to have a detrimental impact on the residential amenities of neighbouring occupiers. This application is in keeping with Council Policies and Guidelines and is therefore recommended for **APPROVAL**.

SITE LOCATION PLAN:
Harwood Residential Home, 55 Christchurch Avenue, London, N12 0DG

REFERENCE: F/03910/11



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