

PLANNING AND ENVIRONMENT COMMITTEE

14 February 2012

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: 14 February 2012

### **INDEX TO THE REPORT OF THE ASSISTANT DIRECTOR OF PLANNING AND DEVELOPMENT MANAGEMENT**

**H/04541/11**

**Page 1- 92**

Colindale Ward

Land at the rear of the former Colindale Hospital Site comprising former NHSBT expansion site, Birch Court, Willow Court and Elysian House, Colindale Avenue, London NW9 5DZ

Demolition of existing buildings and construction of 240 flats within three separate blocks ranging from four to seven storeys in height, together with associated car parking, landscaped public and private open space and new public square.

**Approve**

---

**B/00056/11/CNA**

**Page 93 - 129**

Cockfosters Ward

Middlesex University, Cat Hill, EN4 8HU

Demolition of existing buildings and redevelopment of site to provide a total of 252 residential units comprising 168 self contained flats and 84 houses within 5 x 6-storey blocks with balconies and basement parking comprising Block E (24 units) - 2 x 2-bed and 22 x 3-bed, Block F (30 units) - 6 x 1-bed, 14 x 2-bed and 10 x 3-bed, Block G (30 units) - 6 x 1-bed, 14 x 2-bed and 10 x 3-bed, Block H (34 units) - 10 x 1-bed, 22 x 2-bed and 2 x 3-bed, Block I (34 units) - 10 x 1-bed, 22 x 2-bed and 2 x 3-bed, as well as one 3 storey block, Block A (9 units) - 4 x 1-bed and 5 x 2-bed and one 4 storey block, Block C (7 units) - 1 x 1-bed and 6 x 2-bed, 84 terraced houses comprising a mixture of two and three storey units including balconies together with a total of 283 car parking spaces, four play areas, pumping station, trim trail, private amenity space as well as communal amenity space, landscaping and internal access roads and enlargement of pond in south-west corner as well as provision of additional wildlife pond in south-west corner (Cat Hill Campus - former Middlesex University site).

**Objection**

---

**H/02848/10**

**Page 130 - 137**

Mill Hill Ward

Land opposite St Paul's Church, The Ridgeway, Mill Hill, London, NW7

Relocation of War Memorial

**Approve**

---

**H/02985/11**

**Page 138 - 166**

Mill Hill Ward

Littleberries, The Ridgeway, London, NW7 1EH

Alterations and extensions and conversion of the Main House and chapel, West and East Lodges, the Croft, Laundry and School to accommodate 14 dwellings. Erection of 4No. additional semi-detached houses plus basement car parking. (Variation to planning permission reference H/03543/09 dated 23/12/2009 to incorporate an additional dwelling in the Main House, a garage block and alterations to other dwellings)

**Approve**

---

**H/03026/11**

**Page 167- 174**

Mill Hill Ward

Littleberries, The Ridgeway, London, NW7 1EH

Conversion of the Main House (formerly Provincial House) and chapel to accommodate 9 residential units involving partial demolition, internal and external alterations, and extensions. (LISTED BUILDING CONSENT). (Variation to Listed Building Consent Ref H/02117/09 dated 2/12/09 to incorporate an additional dwelling in the main house.)

**Approve**

---

**F/00497/11**

**Page 175 - 263**

Finchley Church End

Winston House, 2 Dollis Park, London, N3 1HF & 4 Dollis Park, London N3 1HG & 349-363 Regents Park Road, London, N3 1DH

Extension and refurbishment of Winston House, 2 Dollis Park comprising:

- Change of use of fourth floor from offices (B1) to hotel use (C1) and two storey extension at roof level to provide 119 bedroom hotel;
- Retention of 11 residential flats on first and second floors;
- Conversion of residential studio flat (C3) to office (B1);

- Remodelling and landscaping of car park;
- Partial remodelling of façade, including raising of parapet level.

Extension and refurbishment of 4 Dollis Park comprising:

- Change of use of B1(Offices), B8 (Storage & Distribution) and D2 (Gymnasium) to create 27no self-contained residential units.
- Creation of two new levels of car parking to serve residential/ office/ new hotel use of both Winston House and 4 Dollis Park.

Front extension to 349-363 Regents Park Road, and rear extension to 349 Regents Park Road. Change of use of 351-353 Regents Park Road from A2 (Financial & Professional Services) use to A1 (Retail) with internal and external alterations including new shopfronts. (AMENDED DESCRIPTION FOLLOWING SUBMISSION OF AMENDED PLANS).

**Approve**

---

**LOCATION:** Land at the rear of the former Colindale Hospital Site comprising former NHSBT expansion site, Birch Court, Willow Court and Elysian House, Colindale Avenue, London NW9 5DZ

**REFERENCE:** H/04541/11

**WARD:** Colindale

**APPLICANT:** Fairview New Homes Ltd

**PROPOSAL:** Demolition of existing buildings and construction of 240 flats within three separate blocks ranging from four to seven storeys in height, together with associated car parking, landscaped public and private open space and new public square.

**Received:** 7 November 2011  
**Accepted:** 17 November 2011  
**Expiry:** 16 February 2011  
**Final Revisions:**

---

## PROPOSAL

This application relates to plots of land at the rear of the approved development currently being constructed on the site of the former Colindale Hospital. The plots comprise the following:

- a. A plot of land within the former Colindale Hospital that was identified for potential expansion of the NHS Blood and Transplant service;
- b. Birch Court and Willow Court which are former nurses accommodation blocks associated with the hospital; and
- c. Elysian House a mental health short stay care facility owned by the Barnet, Enfield and Haringey Mental Health Trust.

The application proposes the demolition of the existing buildings and the construction of 240 new flats within three separate blocks ranging from four to seven storeys in height, together with associated car parking, landscaped public and private open space and a new public square. The development is designed as a continuation of the street and block layout of the approved development on the main Colindale Hospital site.

## BACKGROUND

Colindale is identified as an Opportunity Area for housing growth in the London Plan. The Council adopted the Colindale Area Action Plan (AAP) in March 2010. This provides a planning policy and design framework to guide and inform development in Colindale up to 2021.

The former Colindale Hospital site is identified in the adopted Colindale AAP as a key site for residential-led, mixed use development.

Planning permission was granted to Fairview New Homes in November 2009 (ref H/00342/09) following the completion of a S106 agreement, for the comprehensive residential-led redevelopment of the majority of the former Colindale Hospital site (4.4 hectares) for the following:

- Construction of 714 residential units comprising 697 flats and 17 houses. This includes the provision of 193 affordable homes which equates to 30% affordable housing by habitable rooms;

- Restoration of the listed Administration Building and its conversion to residential flats;
- Construction of a new Primary Care Trust facility of 1,132sq m;
- A 45sqm commercial unit (Use Class A1/A3);
- A site management office and Safer Neighbourhood Centre (Use Class B1/D1);
- Provision of a single Energy Centre and district Combined Heat and Power network to serve the whole development;
- New junction and altered access into the site from Colindale Avenue together with new Spine Road through the site to serve the development and existing neighbours including the NHS Blood and Transplant facility;
- New public and private open space, children's play space and communal courtyards and hard and soft landscaping; and
- Safeguarding of a plot for the potential relocation of Barnet College.

A subsequent application was approved in September 2010 to replace floorspace previously identified for a PCT health centre with new commercial floorspace and 12 residential flats.

Construction of the approved development is now well advanced. The first residential units in have been completed and occupied; the Energy Centre has been installed and brought online; the restoration and conversion of the Listed former hospital administration building is well advanced; and the new public piazza next to Colindale Tube Station has been laid out and opened along with a new bus layby and pelican crossing installed on Colindale Avenue.

## **SUMMARY OF PLANNING APPRAISAL**

### Principle of Development

The former Colindale Hospital site is identified in the Colindale AAP for residential development including a plot for the relocation of Barnet College and other mixed uses around the Colindale Tube Station. This includes Birch and Willow Courts and Elysian House.

The NHS Blood and Transplant Service have confirmed that they do not require the land formerly earmarked for their potential expansion and have instead chosen to remodel and intensify their facilities on their existing site. The location of the NHSBT expansion land at the rear of a housing development with no public visibility means that it is not considered to be an appropriate location for other alternative employment uses and is not identified for other uses in the Colindale AAP.

The application includes the site of Elysian House which is currently owned by the Barnet, Haringey and Enfield Mental Health Trust for short term recovery care. Elysian House is identified as part of the wider Colindale Hospital site in the Colindale AAP and has been included to ensure that a comprehensive development for the whole Colindale Hospital site can be delivered. Whilst the Trust have no immediate plans to vacate the site, the principle of redevelopment of this part of the site has been assessed. There are no UDP policies which seek to protect or retain special needs housing. Given the Colindale AAP policy context for residential development on the site, the proposed development of Elysian House as part of the wider masterplan for the Colindale Hospital development is considered acceptable.

### Density and Mix

The development represents a density of 135 dwellings per hectare which is within the London Plan density range for an 'Urban' site with a PTAL rating of 3 and is below the density level specified in the Colindale AAP.

A mix of unit sizes are proposed including 57 three bed flats and maisonettes which is 24% of the total by unit number (32% by habitable rooms), together with 27% one bed and 48% two bed homes. All of the flats will meet or exceed the London Plan internal space standards. The development achieves a Building for Life Score of 18.5 out of 20. All of the units will meet Lifetime Homes and two dedicated wheelchair flats will be provided.

46 flats will be provided as affordable homes which equates to 19% by number of homes and 21% by habitable rooms. Almost all of the affordable units (94%) will be provided for affordable rent. The level of affordable housing reflects the significant package of Section 106 contributions being provided for transport, education and health and has been tested through a Viability Toolkit assessment.

### Urban Design

The layout of the blocks, new streets and spaces seamlessly integrate with the masterplan for the main Colindale Hospital development. The development has been carefully considered as an extension to the existing approved development. The buildings enclose new streets and a new square by providing active frontages with front doors and windows. The design of the buildings reflect the architectural style of the buildings already approved to provide quality contemporary architecture. The buildings are articulated with varying heights and stepped rooflines. The buildings will be finished in buff brick with elements of cladding. The internal courtyards will include areas of timber cladding.

### Amenity Space

The development includes podium courtyards to each block which provide communal gardens for the residents. Almost all flats have their own balcony or terrace. The larger 3 bed maisonettes all have their own garden area within the podium courtyards. In total the development will provide 7,590sqm of private and private communal amenity space which is nearly twice the UDP requirement. The application also proposes a new landscaped public square at the end of the main spine road from the main Colindale Hospital development and a new pedestrian/cycle link will be created into Montrose Park providing access to the play and recreation facilities for the development and the wider public.

### Transport and Parking

This application will deliver a contribution of £840,000 towards delivering highway improvements and transport infrastructure identified in the Colindale AAP. These measures are considered adequate to mitigate the effect of the increased trip generation that will result from the proposed number of units on the site.

A total of 169 parking spaces is proposed which equates to 70% (0.7 spaces per unit). This reflects the sites accessible location close to Colindale Tube Station and interchange, and is supported by a Travel Plan which includes a package of choice based measures including a car club, cycle provision and travel vouchers worth £200 for each flat for subsidised public transport travel. All of these will be secured through a Section 106 agreement. This level of car parking is the same as that approved for the main Colindale Hospital development and is consistent with the advice of PPG13, the London Plan parking standards and the parking policies contained emerging Colindale AAP. The majority of the car parking (148 spaces) will

be at ground floor level enclosed by a podium with the remainder sited within open landscaped parking areas.

### Sustainability and Renewable Energy

The development has been designed to minimise its impact on the environment with a particular emphasis on using less energy.

The development will deliver a carbon saving of 40% through efficient building design and connection to the Colindale Hospital Community Energy System which is powered by the Energy Centre which has been delivered in the main Colindale Hospital development. The Energy Centre will provide heating and hot water via a centralised energy centre distributing heat through an underground heating pipe network. This is in accordance with the London Plan energy hierarchy and policies for carbon reduction.

All of the flats will be built to Code for Sustainable Homes Level 4 in accordance with the Colindale AAP policies.

Key buildings will be fitted with green and brown roofs to improve biodiversity and help create a green corridor linking Montrose Park to Colindale. The proposed development also meets a number of sustainability objectives including making efficient use of brownfield land, improving and promoting public transport and promoting a mixed balanced community.

### Section 106 Contributions

The development will provide nearly £2.5million worth of section 106 contributions including £1.3million for education to help deliver new schools in the Colindale AAP area and £840,000 for transport infrastructure which will help deliver junction improvements to the Colindale/A5 (Edgware Road) junction.



## RECOMMENDATION

### Approve subject to:

#### Recommendation 1

The application being one of strategic importance and therefore referred to the Mayor of London and no direction being received to refuse the application or for the Mayor to act as the Local Planning Authority for the purpose of determining the application.

#### Recommendation 2

Subject to recommendation 1 above that the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following:

- a. Legal Professional Costs Recovery  
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements;
- b. Enforceability  
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- c. Affordable Housing  
Provision of 46 affordable housing units on the site as follows:
  - i) Affordable Rented Accommodation:
    - 9 x 1 bed, 2 person flats
    - 7 x 2 bed, 3 person flat
    - 11 x 2 bed, 4 person flats
    - 4 x 3 bed, 4 person maisonettes
    - 12 x 3 bed, 5 person flats
  - ii) Shared Ownership Accommodation:
    - 2 x 2 bed, 3 person flats
    - 1 x 3 bed, 5 person flat
- d. Affordable Housing Viability Review  
To undertake a re-evaluation of the viability of the development prior to implementation of each phase of the development as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority). Subject to the outcome of the viability review, a financial contribution towards the provision of affordable housing within the Borough, in addition to the provision of the affordable housing units on the site, shall be paid to the London Borough of Barnet.
- e. Notting Hill Training Initiative  
To enter into a formal agreement with the Notting Hill Housing Trust to include provision for the following:-
  - (a) The agreed number of trainee places to be provided on the site of the Affordable Housing Scheme and the duration of the each placement:

- (b) A commitment by the Owners to pay a percentage of the build costs in respect of the Affordable Housing Scheme such payment to cover general running costs such as trainees' fees fares and tools;
- (c) a commitments by the Owners to pay a "provisional sum" expressed as a percentage of the build costs in respect of the Affordable Housing Scheme to cover trainees' wages

f. Education

A contribution of £1,316,573 Index Linked towards education provision in the Colindale AAP area;

g. Health

A contribution of £212,179 Index Linked towards health provision in the borough;

h. Highways and Transport Infrastructure

A contribution of £840,000 Index linked towards highways and public transport infrastructure in the Colindale AAP area;

i. Travel Plan

The applicant shall enter into a Travel Plan that seeks to reduce reliance on the use of the private car and to ensure the sustainability of the development. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential units as follows:

- (i) The development shall take account the Travel Plan for the main Colindale Hospital development approved under planning reference H/00342/11;
- (ii) The development shall link in with the Car Club provided on the main Colindale Hospital development approved under planning reference H/00342/11;
- (iii) Provision of at least 1 dedicated Car Club parking spaces within the development with scope for more spaces to be provided subject to demand;
- (iv) Upon acquiring a residential unit the occupier will be given a voucher to the value of £150 per dwelling up to a maximum cost of £36,000 to the applicant. The voucher shall either allow the occupier to purchase up to 2 years membership to the Car Club with the remaining value as an Oyster Card travel pass, or the full value of £150 shall be provided as an Oyster Card travel pass;
- (v) Provision for five years of a bi-monthly workshop for the servicing and maintenance of bicycles, at a cost of £2,260 to the Applicant, in order to encourage occupiers to cycle more regularly;
- (vi) Payment of a financial contribution of £10,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the travel plan that will be submitted for the development.

j. Montrose Park pedestrian link

A contribution of £25,000 Index Linked towards the cost of delivering the Montrose Park Access Works to create a new pedestrian/cycle bridge and entrance into the south eastern boundary of the park from the development;

k. Vacation of Elysian House

Information to be provided by the relevant health care provider prior to the redevelopment of Elysian House satisfactorily demonstrating that the accommodation is no longer required in relation to the relevant wider health care strategy for the borough;

l. Monitoring of the Section 106 Agreement

A contribution of £20,000 Index Linked towards the monitoring and management of the S106 planning obligations;

m. Other Requirements

The applicant shall provide quarterly to the Council an update report on progress of the development for all stages of development, construction and occupation.

**Recommendation 3:**

That upon completion of the agreement specified in recommendation 2, the Assistant Director of Planning and Development Management approve the planning application reference H/04541/11 under delegated powers subject to the following conditions and any changes to the wording of the conditions considered necessary by the Assistant Director for Planning and Development Management:

1. Approved Plans

1016-1001 rev.P1; 1016-100 rev.P1; 1016-200 rev.P1; 1016-201 rev.P1; 1016-208 rev.P1; 1016-400 rev.P1; 1016-401 rev.P1; 1016-600 rev.P1; 1016-P-200 rev.P1; 1016-P-201 rev.P1; 1016-P-202 rev.P1; 1016-P-401 rev.P1; 1016-Q-200 rev.P1; 1016-Q-201 rev.P1; 1016-Q-202 rev.P1; 1016-Q-203 rev.P1; 1016-Q-204 rev.P1; 1016-Q-205 rev.P1; 1016-Q-206 rev.P1; 1016-Q-200 rev.P1; 1016-Q-207 rev.P1; 1016-Q-208 rev.P1; 1016-Q-401 rev.P2; 1016-Q-402 rev.P2; 1016-R-401 rev.P1; FNH347 LS/32; FNH347 LS/33; FNH347 LS/36.

- Design and access Statement dated October 2011
- Planning Statement by GKA Limited dated October 2011
- Flood Risk Assessment by URS Scott Wilson dated October 2011
- Transport Assessment by URS Scott Wilson dated October 2011
- Draft Travel plan by URS Scott Wilson dated October 2011
- Sunlight and Daylight Assessment by Delva Patman Associates (ref: SJC/pd/11293) dated November 2011
- Air Quality Assessment by SKM Enviros dated 24 October 2011
- Noise Impact Assessment by SKM Enviros dated 2 November 2011
- Heritage Statement by CGMS (ref: DH/KB/9974) dated October 2011
- Tree Survey by MCA Chartered Landscape Architects dated 3 November 2011
- Landscape Strategy by MCA Chartered Landscape Architects dated October 2011
- Sustainability Statement by Fairview New Homes dated 4 November 2011
- Energy Statement by Fairview New Homes dated October 2011
- Ecological Assessment by Wildlife Matters dated 3 November 2011
- Land Quality Assessment by Mouchel dated October 2011

Reason:

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

2. Time Limit

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. Phasing

The development hereby approved shall be implemented in accordance with approved phasing plan reference 1016-251 or any subsequent amendments to it that are agreed in writing by the local planning authority.

Reason:

To ensure that the development is carried out in appropriate phases.

4. Levels

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) 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 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the work is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, and the amenities of adjoining occupiers and the health of any trees on the site in accordance with policies GBEnv1, GBEnv2, GBEnv3, M13, D5, D11, D12 and D13 of the Barnet UDP 2006 and policies 7.2, 7.4, 7.5, 7.6, 7.13 of the London Plan (2011).

5. Materials

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

Reason:

To ensure the delivery of high quality development and to safeguard the visual amenities of the locality in accordance with policies GBEnv1, GBEnv2, D1, D2 and D11 D13 of the Barnet UDP 2006, policies 3.5 and 7.6 of the London Plan (2011) and Colindale AAP policy 5.1.

6. Architectural Details

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) details of the following architectural elements shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

- balconies, balustrades and edge detail;
- roof coping;
- minimum of 95mm deep reveals to windows and recessed brickwork;
- depths of reveals where brickwork meets other cladding;
- location and design of rainwater goods.

Reason:

To ensure the delivery of high quality development and to safeguard the visual amenities of the locality in accordance with policies GBEnv1, GBEnv2, D1, D2 and D11 D13 of the Barnet UDP 2006, policies 3.5 and 7.6 of the London Plan (2011) and Colindale AAP policy 5.1.

7. Hours of Construction

No construction work in relation to the development hereby approved 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 in accordance with policies GBEnv1 and ENV12 of the Barnet UDP 2006.

8. Demolition and Construction Management Plan

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a Demolition and Construction Management Plan shall be submitted to and approved in writing by the local planning authority in consultation with the NHS Blood & Transplant. The development shall thereafter be implemented in accordance with the approved details. This Demolition and Construction Management Plan shall include, but not be limited to, the following information:

- i. details of the routing of demolition and construction vehicles to the site and access and egress arrangements within the site;
- ii. details of how 24 hour access will be maintained to the NHS Blood and Transplant site;
- iii. site preparation, demolition and construction stages of the development;
- iv. 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;
- v. details showing how all vehicles associated with the demolition and construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- vi. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from demolition and construction works;
- vii. 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;
- viii. noise mitigation measures for all plant and processors;
- ix. details of contractors compound and car parking arrangements;
- x. Details of interim car parking management arrangements for the duration of demolition and construction stages;
- xi. details of precautions to minimise damage to protected species and habitats in particular from site clearance works including soil moving and material storage,

vehicle and machinery movements, removal and disposal of excess soil, debris and materials from the site;

- xii. details of action to be taken and mitigation measures to be employed should any protected species be found or disturbed on the site.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties or the NHS Blood & Transplant premises and that appropriate measures are taken should any protected species be found on the site in accordance with policies GBEV1, ENV7, ENV12, D13, M2, M8, M10, M11, M12 and M14 of the Barnet UDP 2006 and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan 2011.

#### **9. Car Parking Strategy and Management Plan**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a car parking management plan detailing the following shall be submitted to and approved in writing by the local planning authority in consultation with the NHS Blood & Transplant:

- i. location and layout of car parking spaces,
- ii. access details and ramp gradients;
- iii. gate details, controls and maintenance;
- iv. the allocation of car parking spaces;
- v. facilities for charging electric vehicles comprising a minimum 10% active charging points and a further 10% passive charging points;
- vi. on site parking controls and charges;
- vii. the enforcement of unauthorised parking; and
- viii. disabled parking spaces

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The parking management plan shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.

Reason:

To ensure that adequate parking is provided on the site and managed in line with the Council's standards in the interests of pedestrian and highway safety, to ensure the free flow of traffic to and from the National Health Blood and Transplant site in accordance with policies M2, M8, M10, M11, M12, M13, and M14 of the Barnet UDP 2006 and polices 6.13 of the London Plan 2011.

#### **10. Cycle Parking**

Prior to the occupation each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority), cycle parking facilities shall be provided within that phase in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority. All of the spaces shall be permanently retained thereafter.

Reason:

To ensure that adequate cycle parking is provided on in accordance with policies M4 and M5 of the Barnet UDP 2006 and polices 6.9 of the London Plan 2011.

## 11. Refuse and Recycling Details

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) details of the following within the relevant phase shall be submitted to and approved in writing by the Local Planning Authority:

- i. enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable;
- ii. a satisfactory point of collection; and
- iii. details of any collection arrangements.

The refuse facilities shall be provided in accordance with the approved details before each phase of the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility and to protect the amenities of the area in accordance with policies D2, D3 of the Barnet UDP 2006 and Colindale AAP policy 6.6.

## 12. Contaminated Land Part 1

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) other than for investigative work, the following shall be done:

- a) The recommendations outlined within section 4.3 of the desk study by Mouchel (reference: 1041118/GEO/R002) dated October 2011, shall be implemented in their entirety. An additional site investigation, including additional sampling and testing 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 the commencement of the development hereby approved. 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.

- b) 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.

Reason:

To ensure the Development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policy ENV14 of the Barnet UDP 2006 and policy 5.21 of the London Plan 2011.

**13. Contaminated Land Part 2**

Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before each phase of the development as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) is occupied.

Reason:

To ensure the Development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policy ENV14 of the Barnet UDP 2006 and policy 5.21 of the London Plan 2011.

**14. PPG24 Noise Report**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a scheme of mitigation measures in accordance with the recommendations set out in Section 5 of the SKM Enviros Noise Assessment report Dated 2<sup>nd</sup> November 2011 shall be submitted to and approved in writing by the Local Planning Authority. The approved mitigation scheme shall be implemented within each phase of the development hereby approved before any of the units in the relevant phase are occupied.

Reason:

To ensure that the amenities of potential future occupiers of the residential units are not prejudiced by noise in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

**15. Sound Insulation**

The residential units within the development hereby approved shall be constructed so as to provide sufficient air borne and structure borne sound insulation against internally and externally generated noise and vibration. This sound insulation shall ensure that the levels of noise as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

Reason:

To ensure that the amenities of potential future occupiers of the residential properties are not prejudiced in accordance with policies GBEnv2, D1 and ENV13 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

**16. Noise from Site Plant**

The level of noise emitted from all mechanical plant within the development hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of any neighbouring property which existed at the time of this decision notice.

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 any existing neighbouring property at the time of this decision notice.



Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006.

**17. Acoustic Fencing**

A scheme for acoustic fencing along the perimeter boundary facing the Northern Line Underground rail network shall be submitted in writing and approved by the Local Planning Authority prior to the commencement of Phase 3 of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority). This scheme shall be fully implemented before the development hereby permitted is brought into use.

Reason:

To ensure that the amenities of potential future occupiers of the residential properties are not prejudiced in accordance with policies GBEnv2, D1, ENV13 of the Barnet UDP 2006.

**18. Vibration from industry and traffic**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a scheme for protecting the proposed development from vibration, has been submitted to and approved by the Local Planning Authority. The vibration protection scheme shall include such combination of land separation, vibration control techniques and other measures, as maybe be approved by the Local Planning Authority, in the light of current guidance on vibration levels. The said scheme shall include such secure provision as will ensure that it endures for so long as the development is available for use and that any and all constituents parts are repaired and maintained and replaced in whole or in part so often as occasion may require. The approved mitigation scheme shall be implemented in its entirety for each phase before any of the units in that phase are occupied.

Reason:

To ensure that the amenities of occupiers are not prejudiced by rail traffic vibration in the immediate surroundings.

**19. Tree Protective Fencing**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority), temporary fencing shall be erected around existing trees which are to be retained in accordance with details to be submitted agreed in writing by the Local Planning Authority. These details shall include protection to any retained tree outside of the phase boundary that may be affected by construction access and associated works. The details shall conform with BS 5837:2005 Trees in Relation to Construction. This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies D12 and D13 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

**20. Services in Relation to Trees**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) details of the location, extent and depth of all excavations for drainage and other services in relation to trees within that phase shall be submitted and approved by the Local Planning Authority and the development carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies D12 and D13 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

**21. Method Statement – Trees**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a method statement detailing precautions to minimise damage to trees to be retained in accordance with Section 7 of British Standard BS5837: 2005 *Trees in relation to construction - Recommendations* shall be submitted to and approved in writing by the LPA and the development shall be carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies D12 and D13 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

**22. Tree Works – Detailed Specification**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a detailed tree felling / pruning specification has been submitted to and approved in writing by the local planning authority for that phase and all tree felling and pruning works shall be carried out in full accordance with the approved specification and the British Standard 3998: 1989 *Recommendation for Tree Works* (or as amended).

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies D12 and D13 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

**23. Construction details for the non-adopted road and footway**

Notwithstanding the plans submitted, before the development commences details the surface treatments and the detailed design and specification for the construction of 'Montrose Square' and the non-adopted road that will link the spine road within the Colindale Hospital development approved under planning reference H/00342/09) to the

NHSBT site as shown on approved plan FNH347 LS/32 shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure a satisfactory appearance to the development and ensure that pedestrian and vehicle movements can be safely accommodated in the interests of pedestrian and highway safety in accordance with policies D1, D2, D3, M11 and M13 of the Barnet UDP 2006 and policy 7.5 of the London Plan 2011.

#### **24. Play Space**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) details of play facilities and equipment to be provided within the communal courtyard for each block shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason:

To ensure that satisfactory play facilities and equipment is provided for future occupants of the development in accordance with policy H20 of the Barnet UDP 2006 and policy 3.6 of the London Plan 2011.

#### **25. Landscaping - Details**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a scheme of hard and soft landscaping for that phase, including details of existing trees to be retained shall be submitted to and agreed in writing by the Local Planning Authority. The details of landscaping shall include but not be limited to the following:

- the position of all existing trees to be retained;
- new tree and shrub planting including species, plant sizes and planting densities as well as planting for green roofs including herbaceous / climbers / grasses / ground cover plants;
- means of planting, staking and tying of trees, including tree guards as well as a detailed landscape maintenance schedule for regular pruning, watering and fertiliser;
- existing contours and any proposed alterations such as earth mounding;
- areas of hard landscape works including paving, proposed materials, samples, and details of special techniques to minimise damage to retained trees and provide conditions appropriate for new plantings;
- trees to be removed;
- details of how the proposed landscaping scheme will contribute to wildlife habitat (ranging from ground cover to mature tree canopy), to the satisfaction of the Local Planning Authority.
- timing of planting within each phase

Reason:

To ensure a satisfactory appearance to the development in accordance with policies D1, D2, D3 and D11 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

**26. Landscaping - Implementation**

All work comprised in each phase of 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 within that phase or completion of the phase, whichever is sooner.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies D1, D2, D3 and D11 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

**27. Landscaping - Maintenance**

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 D1, D2, D3 and D11 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

**28. Bat Investigation**

Prior to the commencement of the development of Phase 3 hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a detailed Bat Emergence Survey shall be undertaken for Elysian House. A report shall be submitted to and approved in writing by the Local Planning Authority setting out the results of the survey and any bat mitigation measures necessary. The development shall be implemented in accordance with the details as approved.

Reason:

To ensure that the impact of the development is satisfactorily mitigated in accordance with policy 7.21 of the London Plan 2011.

**29. Invertebrates**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) a detailed survey shall be undertaken for invertebrates within that phase. A report shall be submitted to and approved in writing by the Local Planning Authority setting out the results of the survey and any mitigation measures necessary. The development shall be implemented in accordance with the details as approved.

Reason:

To ensure that the impact of the development is satisfactorily mitigated.

**30. Ecological Mitigation and Management Plan**

No development shall commence until an Ecological Mitigation and Management Plan, including specific ecological enhancements both on and off site that build upon the

recommendations set out in the submitted Ecological Assessment carried out by Wildlife Matters (dated 3<sup>rd</sup> November 2011) has been submitted to and approved by the local planning authority. The Plan shall be implemented in full and shall thereafter be so maintained, unless any amendments are subsequently agreed in writing with the local planning authority.

Reason:

To ensure that the impact of the development is satisfactorily mitigated.

**31. Lifetime Homes**

All of the residential dwellings within the development hereby approved shall be built to meet Lifetime Homes standards.

Reason:

To comply with the requirements of policy H13 of the Barnet UDP (2006), Policy 5.2 of the Colindale AAP and policies 3.8 and 7.2 of the London Plan (2011).

**32. Code for sustainable homes**

The flats within the development hereby approved shall achieve a minimum of Code Level 4 in accordance with the Code for Sustainable Homes Technical Guide (October 2007) for which the site is registered (or such national measure of sustainability for house design that replaces that scheme). Prior to occupation of the first residential units in each phase as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority), a Code for Sustainable Homes Pre-Assessment shall be submitted to and approved in writing by the the Local Planning Authority to demonstrate that Code 4 is achievable for the units within that phase. As soon as practicable, the Final Code Certificate certifying that Code Level 4 has been achieved for the units in that phase shall be submitted to and approved by the local planning authority.

Reason:

To ensure that the development is sustainable in accordance with Colindale AAP policy 6.3, policy 5.3 of the London Plan (2011) and the requirements of the Barnet Sustainable Design and Construction Supplementary Planning Document (June 2007).

**33. Energy Centre**

All of the residential units hereby approved shall be connected to the Colindale Energy Centre and district heat network. Prior to the occupation of each phase of the development as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) details demonstrating that the buildings within that phase have been connected to the Colindale Energy Centre and district heating network shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason:

To ensure that the development is sustainable in accordance with Colindale AAP policy 6.2 and policy 5.6 of the London Plan (2011).

**34. Green Roofs and Green Walls**

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority)

details of Green and Brown Roofs and green living walls to be provided on the approved buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the details as approved.

Reason:

To ensure that the development is sustainable in accordance policy 5.11 of the London Plan (2011).

**35. Drainage Strategy**

The development hereby permitted shall not commence until a drainage strategy detailing any on and/or off site drainage works has been submitted to and approved by the local planning authority in consultation with the sewage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason:

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with policy 5.13 of the London Plan 2011.

**36. Flood Risk Assessment**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated October 2011 by URS Scott Wilson and the following mitigation measures detailed within the FRA:

- 1) Limiting surface water run-off to Greenfield run-off rates for all events up to and including the 1 in 100 year storm event, with an allowance for climate change.
- 2) Provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.
- 3) Surface water storage to be achieved using sustainable drainage techniques including green roofs and permeable paving.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site; to prevent flooding elsewhere by ensuring that sufficient storage of surface flood water is provided; and to ensure surface water flood storage is achieved with appropriate sustainable drainage techniques in accordance with policy 5.12 of the London Plan 2011 and policy 6.4 of the Colindale AAP.

**37. Piling**

Piling using penetrative methods 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 controlled waters (Lambeth Aquifer and Chalk Aquifer, particularly if deep piling is proposed) by prevent to create a pathway for contamination to reach the Aquifer.

**38. Boundary Treatment to NHS Blood & Transplant Site**

Prior to the occupation of the development hereby approved details of boundary treatments and security measures between the application site and the NHSBT site shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that operational workings of the NHSBT are separate from the proposed residential development whilst also allowing access to the NHSBT site.

**INFORMATIVES:**

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

The proposed development accords with strategic planning guidance and policies as set out in the Mayor's London Plan (2011) and the saved policies within the Barnet Unitary Development Plan (UDP) (2006).

In particular the following policies are relevant:

London Plan (2011):

2.13; 3.3; 3.4; 3.5; 3.6; 3.8; 3.9; 3.11; 3.12; 5.1; 5.2; 5.5; 5.6; 5.7; 5.10; 5.11; 5.12; 5.13; 6.3; 6.9; 6.12; 6.13; 7.2; 7.4; 7.5; 7.6; 7.7; 7.15; 7.19; 7.21.

Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009):

GSD; GBEnv1; GBEnv2; GBEnv3; ENV7; ENV13; ENV14; D1; D2; D3; D5; D9; D11; D12; D13; M1; M2; M3; M4; M5; M6; M7; M9; M10; M13; M14; H1; H4; H5; H16; H17; H18; H20; H21; IMP1; IMP2.

Colindale Area Action Plan (March 2010):

Policy 2.0; Policy 3.1; Policy 3.2; Policy 3.3; Policy 3.4; Policy 3.5; Policy 3.6; Policy 4.1; Policy 5.1; Policy 5.3; Policy 5.4; Policy 5.5; Policy 5.6; Policy 6.1; Policy 6.2; Policy 6.3; Policy 6.4; Policy 6.5 Policy 6.6; Policy 7.1; Policy 7.2; Policy 8.3

Core Strategy – Submission Draft

CS 1; CS 3; CS 4; CS 5; CS 9; CS 12; CS 13.

**REASON FOR APPROVAL:**

The proposed development accords generally and taken as a whole with strategic planning guidance and the policies set out in the London Plan (2011) and the Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009) and the Colindale Area Action Plan (March 2010). The proposals will complete the comprehensive redevelopment of the former Colindale hospital site and will deliver new high quality housing on a key site identified in the adopted Colindale Area Action Plan, Barnet Three Strands Approach and the London Plan (2011). It is considered that the proposed development can be satisfactorily accommodated on the site without causing significant harm to the character and appearance of the locality or to the amenity of neighbouring residents.

2. In complying with the contaminated land condition parts 1 and 2:
  - a) Reference should be made at all stages to appropriate current guidance and codes of practice at January 2006 this would include: 1) The Environment

Agency CLR Guidance documents; 2) Planning Policy Statement 23 Planning and Pollution Control; 3) PPS23 Annex 2 Development On Land Affected By Contamination; 4) BS10175:2001 Investigation of potentially contaminated sites – Code of Practice; 5) The Environment Agency (2001) Secondary Model Procedure for the Development of Appropriate Soil Sampling Strategies for Land Contamination; 6) Guidance for the safe development of housing on land affected by contamination, Environment Agency R&D Publication 66.

- b) Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.
  - c) All raw data should be provided in a form that can be easily audited and assessed by the council. (e.g. trial pit logs and complete laboratory analysis reports)
  - d) Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made should be included. (e.g. the reasons for the choice of sampling locations and depths).
3. The south-west parts of the development site are in close proximity to the Tramway Ditch, a main river. Under the terms of the Water Resources Act 1991, and the Thames Region Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Tramway Ditch, designated a 'main river'. If any works are proposed to the Tramway Ditch or within 8 metres distance from the top of its banks then the application should contact our Development and Flood Risk team to discuss how to obtain Flood Defence Consent for the works.
4. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
5. The applicant is advised that any alteration to the public highway (including pavement) will require prior consent of the local highways authority. The costs of any associated works to the public highway, including reinstatement works, will be borne by the applicants and may require the Applicant to enter into a 278 Agreement under the Highways Act 1980. You may obtain an estimate for this work from the Chief Highways Officer, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
6. The applicant is advised that Colindale Avenue is a Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Highways Manager should be consulted in this respect.



## **1. MATERIAL CONSIDERATIONS**

### **1.1 Key Relevant Planning Policy**

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan (July 2011) and the saved policies within the adopted London Borough of Barnet Unitary Development Plan (2006). These strategic and local plans are the policy basis for the consideration of this planning application.

#### Central Government Guidance and Policy Statements

National guidance is provided by way of Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). The PPSs and PPGs of most relevance to the determination of this application are:

- Planning Policy Statement 1: Delivering Sustainable Development (2005)
- Planning and Climate Change: Supplement to PPS1 (2007)
- Planning Policy Statement 3: Housing (June 2010)
- Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)
- Planning Policy Guidance 13: Transport (2001)
- Planning Policy Statement 22: Renewable Energy (2004)
- Planning Policy Statement 23: Planning and Pollution Control (2004)
- Planning Policy Guidance 24: Planning and Noise (1994)
- Planning Policy Statement 25: Development and Flood Risk (2010)

In July 2011 the Government published its draft National Planning Policy Framework (NPPF). This document will replace all PPGs and PPSs and condense national guidance into a 50 page document as part of the reforms to make the planning system less complex and more accessible, and to promote sustainable growth. The key theme of the new guidance is that Local Planning Authorities should approach applications with a presumption in favour of sustainable development. The NPPF remains a draft document and therefore subject to change arising from the ongoing public consultation. It only carries very limited weight at this stage.

#### The London Plan

The replacement London Plan was published in July 2011 and is part of the development plan under the Planning and Compulsory Act 2004. The London Plan provides strategic planning policy for all London Boroughs for the period up to 2031.

The London Plan Identifies Colindale/Burnt Oak as an Opportunity Area on Map 2.4.

Policy 2.13 advises that development proposals in Opportunity Areas should, among others:

- i. Seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure and, where appropriate, contain a mix of uses.
- ii. Contribute towards meeting or exceeding where appropriate, the minimum guidelines for housing.
- iii. Realise scope for intensification by improvements to public transport accessibility, making better use of existing infrastructure and promote inclusive access including cycling and walking.

Colindale is identified in Annexe 1 to the Plan as having a capacity to accommodate a minimum of 12,500 new homes to 2031, i.e. 20 years. It is described as “an area comprising a range of sites with capacity mainly for residential led mixed use, which are at various stages in the development process including parts of the former RAF East Camp..... and the Hospital and library sites to the west of the tube”.

An audit of the application against the relevant London Plan policies is contained in the table in **Appendix 1**.

#### Barnet Unitary Development Plan

The London Borough of Barnet UDP was adopted in May 2006 and contains local planning policies for Barnet. The Planning & 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 DPD. Until the LDF is complete policies within the adopted UDP have be saved for a period of three years. An audit of the application against relevant saved UDP policies is contained in the table in **Appendix 1**.

#### Barnet Core Strategy

The Planning & 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 DPD. Until the LDF is complete policies within the adopted UDP have be saved for a period of three years.

The Core Strategy will contribute to achieving the vision and objectives of Barnet’s Sustainable Community Strategy and will help the Council’s 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.

Policy CS 3 states ‘on the basis of our Three Strands Approach we expect that in the range of 28,000 new homes will be provided within the lifetime of this Core Strategy 2011/12 to 2025/26. As our focus of growth we will promote opportunities on the west side of the borough in the strategically identified North West London – Luton Coordination Corridor. We will promote the following regeneration and development areas in the Corridor:

- Brent Cross - Cricklewood
- Colindale
- Mill Hill East

These areas are expected to provide in the range of 17,000 new homes between 2011/12 to 2025/26. An appropriate level of transport provision will be provided as the regeneration schemes roll out.’

Policy CS 4 states ‘we will aim to create successful communities in Barnet by:

- seeking to ensure a mix of housing products in the affordable and market sectors to provide choice for all households and enable Barnet residents to progress on a housing journey that can meet the aspirations of home ownership
- seeking a range of dwelling sizes and types of housing including family and lifetime homes that meets our identified housing priorities and does not undermine suburban character or local distinctiveness

- seeking a variety of housing related support options that maximise the independence of vulnerable residents including young people, people with disabilities, older people, homeless people and other vulnerable adults
- delivering a minimum affordable housing target of 5,500 new affordable homes by 2025/26 and seeking a boroughwide target of 30% affordable homes on sites capable of accommodating ten or more dwellings
- seeking an appropriate mix of affordable housing of 60% social rented and 40% intermediate for Barnet that will support our objectives of widening home ownership and providing family homes
- on sites which are suitable for the provision of an element of affordable housing, we may exceptionally accept the provision of off-site housing, or a commuted payment instead of such provision

The Council published its LDF Core Strategy Publication Stage document in September 2010. The document has been subject to 3 rounds of public consultation and is in general conformity with the adopted London Plan therefore weight can be given to it as a material consideration in the determination of planning applications. An audit of the application against relevant Core Strategy and Development Management DPD policies is contained in the table in **Appendix 1**.

### The Three Strands Approach

In November 2004 the Council approved its "Three Strands Approach", setting out a vision and direction for future development, regeneration and planning within the Borough. A second edition of the document was published in 2008.

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 third strand 'Growth' responds to Barnet's significant growth potential and sets out how and where sustainable strategic growth, successful regeneration and higher density can take place across the borough.

The Three Strands Approach establishes Colindale as one of three strategic opportunity areas for high quality sustainable growth within Barnet where 10,000 new homes are expected to be delivered. It also recognises the council's programme to regenerate four priority housing estates within the borough, including Grahame Park Estate.

### Colindale Area Action Plan (AAP)

The Colindale AAP was adopted in March 2010. This provides a planning policy and design framework to guide and inform the development and regeneration of Colindale up to 2021 in response to the London Plan's designation as an Opportunity Area.

The AAP outlines four character areas, the "Corridors of Change", which contain specific development policy objectives for redevelopment. It also identifies a number of key infrastructure improvements needed to support the delivery of growth in Colindale.

The former Colindale Hospital is within the Colindale Avenue Corridor of Change and is identified as a key development site which is appropriate for residential-led development as well as a new public transport interchange and public square to deliver the key objectives identified for the Colindale Corridor of Change.

The adopted Colindale AAP is a material consideration, under Section 38(6) of the Planning and Compensation Act 2004, in the determination of any planning applications for sites within the AAP area. An audit of the application against relevant Colindale AAP policies is contained in the table in **Appendix 1**.

## 1.2 Relevant Planning History

<b>Application Ref.</b>	<b>Address</b>	<b>Description of Development</b>	<b>Decision and Date</b>
<b>W01208AA/01</b>	Colindale Hospital, Colindale Avenue, London NW9 5HG	Construction of three-storey residential care unit, access and car parking in the north eastern corner of the site.	APPROVED 11/05/2001
<b>H/01159/08</b>	Colindale Hospital, Colindale Avenue, London NW9 5HG	Demolition of curtilage buildings to Listed Hospital Administration Block.	APPROVED 02/12/2008
<b>H/00395/09</b>	Colindale Hospital, Colindale Avenue, London NW9 5HG	Enabling works application for the provision of new site access, spine road with footpaths, emergency access to the health protection agency together with associated sub-surface infrastructure.	APPROVED 03/06/2009
<b>H/00342/09</b>	Colindale Hospital, Colindale Avenue, London NW9 5HG	Redevelopment of the former Colindale Hospital to include the erection of 714 residential units including the change of use and conversion of the listed former Administration building to residential, a new primary care trust facility (Use Class D1) of 1,132sqm, commercial units (Use Class A1/A2//A3/B1) and site management office (Use Class D1/B1), together with access roads, car parking and cycle parking, new public and private open space, children's play space and landscaping. Application includes the submission of an Environmental Statement.	APPROVED 20/11/2009 following completion of Section 106 Agreement
<b>H/00343/09</b>	Land at Station House and part of Colindale Hospital, Colindale Avenue, London, NW9 5HG	The demolition of Station House and construction of a 293 bed, part 6, part 13 storey Aparthotel of up to 8965sqm, together with a 369sqm restaurant (Use Class A3) and three ground floor commercial	APPROVED 20/11/2009 following completion of Section 106 Agreement

		units (Use Class A1/A2/A3) totalling 780sqm with associated access, car parking and landscaping, retention of and alterations to the Colindale Underground station building and the provision of a new public square and a transport interchange incorporating bus stops, taxi rank and associated landscaping.	
<b>H/02041/10</b>	Former Colindale Hospital, Colindale Avenue, London NW9 5HG	Amendment to a building in the course of construction in accordance with planning permission H/00342/09 comprising the replacement of the approved PCT facility with floorspace on the ground floor for a use within Class A1, A2, A3, B1 or D1 of the 1995 Use Classes Order (as amended) and 12 residential units on first and second floors. Minor alterations to elevations.	<b>APPROVED 30/09/2010</b>

### **1.3 Pre-Application Consultation**

A Statement of Community Consultation has been submitted with the application. This outlines how the applicant has undertaken their own consultation with the local community in Colindale.

The consultation was focussed on a public exhibition that was held at the RAF Museum between 2.00pm and 8.00pm on Wednesday 22nd September 2011.

The same consultation area that was used in 2008 was adopted to ensure residents and traders in the vicinity of the site who had been previously engaged would once again have the opportunity to be involved. Letters were sent to 886 addresses (residential and businesses) within the consultation area to provide some background information to the proposals and to invite recipients to attend a public exhibition. The letter included a telephone number and email address so that members of the local community could contact the consultants regarding any queries on the proposals, or to advise if they were unable to attend the exhibition. The letter offered alternative arrangements to view the proposals for anybody who was unable to attend the exhibition or would have difficulties getting to the RAF Museum. An advert was taken out in the Hendon Times on 15 September 2011 notifying readers of the location and timing of the public exhibition.

The following were also sent individually tailored letters which included an invitation to attend the exhibition:

- The Colindale Ward councillors
- Health Protection Agency (HPA)
- British Museum Newspaper Library
- Hallmark Estates
- Secretary of the Aeroville Residents' Association.

The attendance sheet was signed by 22 people, which included one of the Ward Councillors and a representative of Hallmark Estates. Three comment sheets were completed and submitted at the exhibition itself with one further form submitted directly to GKA. One e-mail and one letter commenting on the proposals were also received bringing the overall total of responses up to five.

Form 1 (from a resident in Annesley Avenue):

- The exhibition was informative.

Form 2 (from a resident in Booth Road):

- We enjoyed the exhibition.
- Will a community centre, sports recreation and exercise facilities be provided?

Form 3 (from a resident in Colindeep Lane):

- Concern that the vast amount of building in the area will add to flood risk in Colindeep Lane.

Form 4 (from a resident of The Greenway):

- No provision for the needs of residents, i.e. medical centre, schools, meeting hall, library.
- Doctors' surgeries are overloaded; no places in schools.
- The car park in Colindale Station is not large enough for the increase in residential population.
- Little provision for the disabled people to park near the station.

On 14 September a meeting was held with a representative of the NHS Blood and Transplant organisation. This organisation had expressed an interest in the previous applications because of the right of access enjoyed through the hospital site. There were no negative comments raised at the meeting although there is an ongoing dialogue regarding detailed issues.

#### **1.4 Public Consultation and Views Expressed**

A total of 1620 local residents and businesses were consulted by letters on the 23<sup>rd</sup> November 2011. A site notice was displayed on the 24<sup>th</sup> November 2011. Statutory bodies were also consulted.

Neighbours Consulted: 1620  
Neighbours Wishing To  
Speak 0

Replies: 3  
1 in objection  
2 raising comments

#### **Comments from Residents**

The comments in objection to the application can be summarised as follows:

- I object strongly to any further development for the same reasons as originally raised. The changes that have already taken place are detrimental to the environment and they are profoundly affecting us and other local residents on a number of levels. As a result, we are forced to consider moving from our much loved home of 17 years. We are unable to do so at present and no doubt the depreciation in the value of our property due to the development will present us with further problems.
- **The size of the development:** We were originally told that the development would be a maximum of 714 units. If planning permission was given on the basis of the original numbers then that should be final; there should be no further increase on the agreed

capacity for the site. An increase of more than 50% is utterly unacceptable especially in the context that the area in general is seeing overdevelopment on an alarming scale. It is already evident that this is unsustainable as can be seen through the numbers of road and tube users from general overdevelopment.

- **Building height:** In my opinion all of the buildings on the site are too high and are already forming an eyesore on the landscape that can be seen from Montrose Park and Sheaveshill Avenue. Any further building and particularly high rise and close to the tube line can only make things worse.
- **Retention of established trees:** I am pleased to see that some green areas to the park are being retained and in particular the retention of the few remaining established trees on the site, opposite Aeroville. We must insist on written assurances that the remaining trees opposite to Aeroville will be retained.

#### Officer Response:

- *The maximum number of units that would be delivered by the original planning permissions for part of the former hospital site was 726 (714 units originally approved plus 12 units to replace the healthcare facility that was no longer required by the PCT). The area covered by those permissions did not include the whole of the hospital site as two areas were safeguarded for future occupation by the National Health Service Blood and Transfusion Unit (NHSBT) and for the relocation of Barnet College. The site of Birch, Willow and Elysian were also excluded. Further development on the former hospital site has therefore always been envisaged as was indicated on the Masterplan submitted in support of the previous application.*
- *The height and siting of the new buildings have been designed to ensure that they would not have any material impact on the amenities of adjoining residential occupiers.*
- *The trees on the railway boundary opposite Aeroville are to be protected and retained. These include a mature Oak and a number of London Planes. The previous removal of trees was undertaken after prior consent from the Council.*

Two e-mails were received from residents in Birch Court and Willow Court which are proposed to be demolished as part of this application. The e-mails requested information on the timescales for demolition so that they could make alternative arrangements for accommodation.

#### **National Health Service - Blood and Transplant (NHSBT)**

NHSBT have a site which is accessed through the Colindale Hospital site. A letter dated 19 December from Lambert Smith Hampton who are agents representing the NHSBT.

The letter states that the NHSBT has the following concerns about the application:

Access – whilst they appreciate the investment that will be made to improve the Colindale Avenue junction and access to the site, they still have some concerns relating to general access to the site. A significant quantum of additional floorspace including residential, commercial and education, is now proposed which will add to the access pressures and has the potential to restrict access to the site. The NHSBT do note that their request for a secondary emergency access route adjacent to Block J within the original development appears to have been met.

Parking – the application seeks to provide limited parking on site. Whilst they support the sustainable principles of limited parking they consider that it may generate on-street parking within the development site which would inhibit ease of access for vehicles to the NHSBT

site. A Car Parking Management Strategy has not been included within the application submission.

Dust pollution – the NHSBT is equipped with specialist air filters which help to maintain a sterile environment within certain parts of the building where sensitive activities take place. With the quantum of proposed development and also the proximity to the NHSBT, they have concerns that dust and pollution from construction will prove too onerous for the filter system.

Services and Utilities – NHSBT is served by water, sewage and gas through the hospital site. They understand that these services should not be affected by the current application however it is paramount that the services to the NHSBT are not disrupted.

Security – the NHSBT have concerns with the future of the NHSBT site due to the close proximity of the proposed residential units. A suitable solution to security measures must be reached prior to occupation.

#### Officer Response

- *Access has been maintained to the NHSBT site throughout the demolition and construction phases of the original development. The new junction for the access road onto Colindale Avenue has been completed and is operating effectively.*
- *A condition is attached requiring a Car Parking Management Plan to be submitted and approved by the Council. This will address restrictions and enforcement of parking within the development to prevent unlawful on-street parking to ensure that the proposals do not inhibit efficient access for vehicles to the NHSBT site.*
- *A Demolition and Construction Mitigation and Management Plan was approved for the original development. The development has been under construction for over a year now and mitigation measures imposed by the developers have been successful in ensuring that dust from demolition and construction work is minimal. A condition is attached to require the same mitigation plan for the proposed development.*
- *A condition is attached requiring details of boundary treatments between the application site and the NHSBT site to ensure that operational workings of the NHSBT are separate from the proposed residential development whilst also allowing access to the NHSBT site.*

#### **Barnet, Enfield, Haringey Mental Health NHS Trust**

A letter of support has been received from Barnet, Enfield, Haringey Mental Health Trust ('the Trust') who are the owners of Elysian House.

The Trust have confirmed that the freehold interest in the land identified for potential expansion of the NHS Blood and Transplant service was sold to Fairview in 2006. The Trust's freehold interest in Birch Court and Willow Court was recently sold to Fairview.

In 2010, the Trust took the decision to use Elysian House as a recovery house which will provide a 7 day maximum stay for patients. Catering as it will for short stay rather than long stay patients, the recovery house requires a smaller garden area than was previously provided and, in the light of these changing circumstances, the Trust entered into negotiations to sell a small parcel of the garden of Elysian House adjacent to Birch and Will Courts to Fairview. The completion of the disposal of the surplus Elysian House Garden Land to Fairview will take place within the next few weeks.



The freehold interest in Elysian House is owned by the Trust. The Trust have confirmed that they agreed to the inclusion of Elysian House in the planning application as it was advised by Fairview that the Planning Authority wished to see as much as possible of the land comprising the former Colindale Hospital included in the planning application. The Trust understands from Fairview that Elysian House was included in the planning application to allow the Planning Authority to better understand how the comprehensive planning of the western flank of the former Hospital site could appear and that the development proposed for Elysian House comprises a 'stand alone' scheme which does not rely on any third party land.

The Trust have confirmed that notwithstanding the fact that Elysian House is included in the planning application, for the avoidance of any doubt, in the event that planning permission is granted the Trust has no intention to implement the part of the permission which relates to Elysian House or to dispose of its freehold interest in Elysian House for the foreseeable future. To further underline its position the Trust advise that it has given a five year lease to Rethink, who are providing the recovery house service to the Trust.

The Trust wishes to register its unreserved support for the planning application. Not only will the proposals in respect of the NHSBT land and the Birch and Willow Courts and the surplus Elysian House Garden Land site enable the development of this area of the former Hospital to be completed to the greater benefit of the Borough but the implementation of the development proposed on these sections of the former Hospital will be of direct financial benefit to the Trust which will help support the provision of mental health services in the Borough.

The Trust, in its capacity as the owner of part of the land covered by the application is ready and willing to enter into an appropriate Section 106 agreement.

## **1.5 Consultation Responses from Statutory Consultees and Other Bodies**

**Environment Agency** – no objection subject to conditions

The EA consider that planning permission should only be granted to the proposed development if the following planning conditions are imposed as set out below.

Condition 1

“The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated October 2011 by URS Scott Wilson and the following mitigation measures detailed within the FRA:

1. Limiting surface water run-off to Greenfield run-off rates for all events up to and including the 1 in 100 year storm event, with an allowance for climate change.
2. Provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.
3. Surface water storage to be achieved using sustainable drainage techniques including green roofs and permeable paving.

Reason:

1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
2. To prevent flooding elsewhere by ensuring that sufficient storage of surface flood water is provided.
3. To ensure surface water flood storage is achieved with appropriate sustainable drainage techniques.”

#### Condition 2

“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 prevent pollution of groundwater (secondary Gravel and Lambeth and Principal Chalk Aquifer) from on site contamination.”

#### Condition 3

“At a date or stage in the development agreed in writing with the Local Planning Authority, 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 controlled water and ensure site can be fully remediated under full accessibility.”

#### Condition 4

“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 protect controlled waters (secondary Gravel and Lambeth and Principal Chalk Aquifer).”

Condition 5

“Piling using penetrative methods 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 controlled waters (Lambeth Aquifer and Chalk Aquifer, particularly if deep piling is proposed) by prevent to create a pathway for contamination to reach the Aquifer.”

**English Heritage** – no objection

English Heritage have no objections to the application and has advised that the application can be determined in accordance with the national and local policy guidance.

**Natural England** – no objection

Natural England have made comments in respect of Protected Species Surveys and suggest that further surveys are carried out. Natural England welcome the inclusion of both green and brown roofs in this proposal. They also welcome the opportunity for enhancements to biodiversity such as the incorporation of roosting opportunities for bats, the integration of bird nest boxes in built structures, habitat for slow worms and the use of native and nectar rich species in the landscape planting. The application site is located adjacent to the Silk Stream and Burnt Oak Brook Sites of Importance for Nature Conservation (SINCs). Natural England has recommended exploring the potential for a Section 106 contribution towards the enhancement of this SINC.

**Greater London Authority (GLA)** – no objection

The GLA (letter and detailed Stage 1 Planning Report dated 3 January 2012) concludes that the application complies with some of the London Plan policies but not with others for the following reasons:

- Land-use principle: The principle of the application is broadly in line with the London Plan and the aspirations of the Colindale Area Action Plan.
- Housing and affordable housing: The level of family housing is not in line with London Plan policy and no viability information has been submitted.
- Density: The applicant should confirm how the density has been calculated.
- Child playspace: insufficient information has been submitted to be able to assess the application in this regard.
- Design: some elements of the design require clarification or reconsideration.
- Inclusive design: further information is needed before it can be said that the application is in line with London Plan policy.
- Noise: The application is in line with the London Plan in this regard.
- Climate change mitigation and adaptation: Further information is needed before it can be said that the application complies with the London Plan in this regard.
- Transport: Further information and commitments are required.

However the Stage 1 Response also identifies a number of changes and additional information required which might remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan. The applicants

and Planning Officers have been liaising with the GLA and TfL to address and resolve the each of the issues raised. The GLA suggested changes and the responses/information submitted are set out below.

- Housing and affordable housing: The level of family housing and mix being implemented on the main hospital site should be submitted, the level of family housing (particularly affordable family housing) should be increased and viability information for all three applications should be submitted to the GLA.

#### Officer Response

London Plan policy requires new developments to offer a range of housing sizes and types, but does not specify a particular mix. The provision of 24% of the overall number of units as three bedrooms is considered to be an acceptable level and ensures a mix of unit sizes is provided. With regard to affordable housing, the London Plan policy requires the maximum reasonable amount to be sought for individual schemes taking into account the individual circumstances of the development including viability and the availability of subsidy. A viability appraisal has been submitted by the applicant and has been independently assessed for the Council. The viability appraisal demonstrates that the level of affordable housing is the maximum reasonable amount that can be viably delivered bearing in mind that no affordable housing grant subsidy is available and taking into account the other section 106 contributions being sought from the development. The majority of the units would be for rent in order to meet the greatest needs in Barnet.

- Childrens playspace: the areas of child playspace proposed should be confirmed together with the quality of these spaces and a playspace strategy should be submitted.

#### Officer Response

The provision of children's play space should be considered in the context of the overall development of the former Hospital site and the amount and quality of the play space delivered the main development. The development will also provide a new pedestrian link into Montrose Park which will open up access to the park and facilities for the residents of the development and wider area. A play space strategy will be secured as a condition on the planning permission.

- Design: Inactive ground floor frontages should be avoided, evidence should be provided to support the longevity of the vertical planting and podium trees proposed and the link to Montrose Park should be committed to and delivered as part of these applications. There is also concern regarding the level of surface car parking.

#### Officer Response

The buildings are designed with entrances and windows to some flats on the ground floor to ensure that activity and surveillance is provided within the street. The applicants have provided a technical note on the design of the podium courtyards and vertical planting. £80,000 towards the pedestrian/cycle link into Montrose is secured in the main Colindale Hospital Development. A further £25,000 will be secured from this development and the requirement for the developer to implement the works for the connection.

- Inclusive design: Large scale plans of the unit types and of the wheelchair accessible units should be provided.

### Officer Response

1:50 scale plans have been provided. The Council are satisfied with the proposed design of these units.

- Climate change mitigation and adaptation: further details of the passive design measures proposed should be provided together with carbon dioxide savings from each element of the London Plan energy hierarchy for each of the current applications alone. A schematic of the heat network should also be provided.

### Officer Response

The proposed development has been designed to adhere to, and is compliant with, the London Plan Energy Hierarchy. Energy efficiency measures have been designed to reduce demand for energy ("Lean") and abate ~10% of regulated CO2 emissions. The use of a district heating system using gas fired CHP abates a further ~55% of regulated emissions ("Clean") and the large biomass boiler uses a renewable fuel source ("Green") to abate a further ~20% of total emissions. A breakdown of CO2 savings for the development has been provided. A plan showing the layout and connection to the district heat network for the development has been provided.

- Transport: TfL requires a £1,000,000 contribution be secured and paid into the "transport fund". Evaps and blue badge parking bays should also be secured by condition and cycle parking should be provided in line with London Plan standards. The applicant should liaise with the existing car club provider to consider extending the scheme. Travel Plans for both uses should be secured through the section 106 agreement. Best practice guidance' regarding freight vehicles should be followed.

### Officer Response

The application will deliver a contribution of £840,000 from this application towards highways and transport infrastructure within the Colindale AAP area. (If the contributions for either of the College land applications were included, the figure would exceed £1m.) This is based on costed local and strategic transport requirements for the AAP area, including step free access and junction improvements to the A5. A condition requiring the provision of EVCPs and blue badge parking bays is proposed. Cycle parking of 1 space for every unit is considered acceptable to the Council. The applicants is committed to engaging with the car club provider for the phase 1 development regarding an extension of the scheme.

### **Transport for London – no objection**

TfL have no objections to the application. They have made the following comments:

- The Masterplan for the Colindale Hospital site includes the provision of a 17,000sqm of College. The proposal sees a significant reduction in trip generation and therefore TfL supports this.
- A parking ratio of 0.7 spaces per unit is proposed for all residential units. This is in line with standards previously agreed with TfL for phase 1 and is acceptable. TfL recommends that the existing car club is extended to include spaces within the phase 2 developments to make the facility more attractive and to encourage sustainable car use. The number of blue badge parking spaces provided should be in line with the number of wheelchair accessible units provided.
- 1 in 5 spaces (both active and passive) will need to provide an electric vehicle charging point to encourage the uptake of electric vehicles.
- The London Plan states that 1 cycle parking space should be provided for every one or two bed unit and 2 cycle parking spaces should be provided for every 3 or more bed unit.

- Significant public transport improvements were secured towards mitigating phase 1 including towards Colindale Station improvements, bus service improvements and pedestrian environment improvements. TfL will not require any public transport mitigation for the proposed phase 2 developments.
- The residential Travel Plan for phase 2 continues with the measures delivered through phase 1; this is welcomed by TfL.

**Thames Water** - no objection subject to condition

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of the application. Thames Water has requested the following 'Grampian Style' condition be imposed should the Council seek to approve the application:

*"Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed".*

*Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.*

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water Thames Water recommend that the applicant ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water.

Thames Water recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities.

**London Fire Brigade** - no objection

The London Fire and Emergency Planning Authority have confirmed that they are satisfied with the proposals in relation to fire precautionary arrangements.

**Veolia Water** - no reply

**Barnet Police** - no objection

The Barnet Police Secure By Design Advisor has confirmed (letter dated 4 January 2012) that they have no objections in principle to the development proposals. They have made a number of points concerning crime reduction principles and future community safety. General suggestions are made regarding lighting, perimeter boundary treatments, security standards for doors and windows, communal entrances, cycle storage, refuse bin stores, and natural surveillance in line with Crime Reduction and Community Safety.

**London Borough of Brent** - no objection

The London Borough of Brent have commented on the application in respect of transport and social infrastructure. They have advised that they would wish Barnet to secure at least a £250,000 contribution towards the delivery of transport infrastructure identified in the Colindale AAP, and in particular the junction of Colindale Avenue with the A5/Edgware Road. With this contribution they raise no objection. They have also commented on social

infrastructure and advise that they need to be satisfied that the need for additional school capacity can be met in Barnet given the fact that Brent schools are at or near capacity.

## **1.6 Internal Consultation responses**

### **Highways Group**

The Highways Officer has confirmed that the proposal is acceptable on highway grounds subject to section 106 contribution towards transport improvements and the submission of a travel plan for the development that includes measures and incentives approved for the travel plan for the main Colindale Hospital development as set out in the Heads of Terms of this report, and subject to conditions included in the recommendation.

A detailed assessment of traffic, parking and transport matters is provided in **section 3.14** of this report.

### **Environmental Health**

The Environmental Health Officer has commented on the application and has no objections subject to conditions being imposed in relation to noise insulation, noise levels and contaminated land.

### **Housing**

The proposed mix of affordable housing units has been agreed with the Council's Housing Officer. The majority of the affordable units will be provided as Affordable Rent.

## **2. DESCRIPTION OF SITE AND PROPOSED DEVELOPMENT**

### **2.1 Site and Surrounding Area**

The application relates to an irregular shaped site of 1.78 hectares comprising land within the former Colindale Hospital site that was formerly earmarked for the expansion of the NHS Blood and Transplant (NHSBT) facility, together with adjoining land which is currently occupied by Birch Court, Willow Court and Elysian House. The site is identified on the plan at **Appendix 2** of this report.

The Colindale hospital buildings were demolished in 2009. Fairview purchased Birch and Willow Court in 2011 and are in negotiation to purchase the NHSBT expansion land. Elysian House is owned by the BEHMHT and is currently occupied as a short stay care facility. Elysian House is included in the submission with BEHMHT's agreement in order to ensure that a comprehensive and legible redevelopment of all of the remaining land within the former hospital site envelope can be achieved.

The site is bounded to the north by Montrose Park and Montrose Allotments. These are separated from the site by the Tramway Ditch and a thick area of trees and scrub. The Northern Line underground line forms the eastern boundary with residential properties in Booth Road located beyond this. The approved residential development on the main Colindale Hospital site lie to the south. The existing NHSBT facility adjoins the site to the west while the large buildings of the Health Protection Agency lie further to the south west.

The site slopes gently to the northwest dropping in height by approximately 5m. There are some existing trees within the site which are covered by a TPO. These are mainly located along the green boundary to Montrose Park.

The site is accessed from Colindale Avenue via the new spine road that has been constructed as part of the main Colindale Hospital development. This road also provides access through to the NHSBT building. There is currently no pedestrian access through to Montrose Park.

Colindale Tube Station and the new public piazza is located at the entrance to the main Colindale Hospital development approximately 300m to the south east.

The general surrounding area comprises predominantly residential properties with interspersed commercial and other non-residential uses further west along Colindale Avenue. Significant development is taking place to the north-east of the site at Beaufort Park and the redevelopment of Grahame Park Estate is also consented. The British Library Newspaper Storage building is located opposite the main entrance to the main hospital development. This is identified as a key development site within the Colindale AAP.

### **2.2 Development Already Approved**

Planning permission was granted in November 2009 (ref H/00342/09) for the redevelopment of the majority of the Colindale Hospital site (4.4 hectares) comprising the following:

1. Construction of 714 residential units comprising 697 flats and 17 houses. This includes the provision of 193 affordable homes which equates to 30% affordable housing by habitable rooms;
2. Restoration of the listed Administration Building and its conversion to residential flats;
3. Construction of a new Primary Care Trust facility of 1,132sq m;



4. A 45sqm commercial unit (Use Class A1/A3);
5. A site management office and Safer Neighbourhood Centre (Use Class B1/D1);
6. Provision of a single Energy Centre and district Combined Heat and Power network to serve the whole development;
7. New junction and altered access into the site from Colindale Avenue together with new Spine Road through the site to serve the development and existing neighbours including the NHS Blood and Transplant facility;
8. New public and private open space, children's play space and communal courtyards and hard and soft landscaping.

A subsequent application was approved in September 2010 (H/02041/10) to replace the floorspace within Block A that was previously identified for a PCT health centre with new commercial uses on the ground floor and 12 residential flats on the first and second floors. The total number of units approved to date is therefore 726.

### **2.3 Description of Proposed Development**

The application seeks planning permission for the demolition of the existing Birch Court, Willow Court and Elysian House buildings and the construction of 240 new flats within three separate blocks (P, Q and R) ranging from four to seven storeys in height, together with associated car parking, landscaped public and private open space and new public square, 'Montrose Square', at the proposed pedestrian access into Montrose Park (see block layout plan at **Appendix 4**).

Block P is located on the land previously earmarked for the expansion of the NHS Blood Transplant and is to the rear of existing Blocks J and H which are located within the approved Colindale Hospital development. It is L shaped with facades facing the NHSBT buildings and a rear communal courtyard facing Montrose Park. The block is predominantly 5 storeys with one corner section at 6 storeys and one corner section at 7 storeys facing Montrose Square.

Block Q is located on the site of Birch and Willow Court and is adjacent to existing Block L and opposite existing Block H within the approved Colindale Hospital development. It is roughly C shaped and has a principle frontage onto Montrose Square and the central spine road with a secondary frontage on the side street down the side of Block L. It also has a communal courtyard facing Montrose Park and the allotments. This block is 4 storeys adjacent to Montrose Park before stepping up to 5, 6 and 7 storeys opposite Block H and L. It steps back down to 5 storeys opposite Block R.

Block R is located on the site of Elysian House to the rear of Block Q. It is accessed via the side street down the side of block L. It is an L shaped building of part 4 and part 6 storeys in height.

The majority of the car parking (148 spaces) would be at ground floor level enclosed by a podium with the remainder sited within open landscaped parking areas. The podium would be finished with private landscaped amenity space with landscaped terraces stepping down towards Montrose Park. Parking provision would be at 0.7 spaces per unit to provide a total of 169 spaces which is consistent with the main development. 1 Cycle parking space will be provided per unit.

Of the overall number of 240 homes, 46 would be provided as affordable homes. This equates to 19% by number of homes and 21% by habitable rooms. The majority of the

affordable homes will be affordable rented to meet local need. Of the 240 units, 57 (24%) would be 3 bedroom maisonette flats.

The application proposes a landscaped public square, 'Montrose Square' at the end of the main spine road which runs from Colindale Avenue through the approved Colindale Hospital development and into the application site. From this new square a pedestrian and cycle path would be provided into Montrose Park.

The following documents have been submitted with the application:

- Planning Statement
- Statement of Community Involvement
- Design and Access Statement
- Transport Assessment and Travel Plan
- Air Quality Assessment
- Arboricultural Statement and tree survey
- Ecology Survey and Report
- Flood Risk Assessment
- Heritage Statement
- Land contamination report
- Landscaping Strategy and Management Plan
- Noise Impact Assessment
- Sustainability Statement
- Viability Assessment
- Utilities Statement
- Waste Management Plan

#### **2.4 Separate Applications for College Land**

Two separate outline planning applications have been submitted by Fairview New Homes for development on the land previously safeguarded within the approved masterplan for the Colindale Hospital development for the relocation of Barnet College. Two options for redevelopment of the College plot are proposed. The first is for a new building for the College together with 67 flats (College Land Option A) (H/04542/11). The other is for 159 new flats and 238sqm of ground floor commercial space (College Land Option B) (H/04543/11). Option B is proposed as an alternative development should the College decide it does not wish to relocate to the site. These applications are not being considered at this committee meeting. The Council is still in discussion with Fairview and the College.

#### **2.5 Environmental Impact Assessment**

The Council issued an EIA Screening Opinion on the 19<sup>th</sup> October 2011 (ref: H03864/11) which concluded that the characteristics of the proposed development, its location and the nature of the potential impacts arising from the development are such that it would not be likely to give rise to significant effects on the environment, in the sense intended by the Environmental Impact Assessment Regulations (2011). Whilst the proposals amount to a Schedule 2 development, it was considered that the proposals do not constitute an EIA development and that an Environmental Statement was not required to be submitted with the application. Notwithstanding this, the application is supported by a comprehensive suite of documents which adequately assess the impacts of the proposal and set out suitable mitigation.

### **3.0 PLANNING APPRAISAL**

The main issues for consideration are:

- Principle of residential development
- Residential Density
- Residential mix
- Affordable housing
- Layout and scale
- Architecture and detailed design
- Daylight and Sunlight
- Trees and landscaping
- Private and public space provision
- Air quality
- Noise Assessment
- Energy and sustainability
- Flood Risk
- Transport and movement
- Section 106 Planning Obligations

#### **3.1 Principle of residential development**

Planning consent was granted in 2009 for the redevelopment of the main Colindale Hospital site for 714 flats. This application proposes a second phase of development that will extend the approved masterplan to provide a further 240 flats.

The overall principle of development on the former Colindale Hospital site is established in planning policy at a number of levels. Firstly through the London Plan which designates the Colindale and Burnt Oak Opportunity Area with a target to deliver a minimum of 12,000 new homes (including 2,500 in the London Borough of Brent). Secondly by the Colindale Area Action Plan which identifies the former Colindale Hospital site and land around Colindale Tube Station for residential-led, mixed use development. Thirdly the former Colindale Hospital site is identified on the adopted UDP Proposals Map and in 'Table B.1 as a "residential/employment" or a "residential-led mixed use scheme". Finally the Council's Three Strands Approach establishes Colindale as one of three strategic opportunity areas for high quality sustainable growth.

Colindale AAP Policy 4.1 sets out the following requirements for development in Colindale Avenue Corridor of Change which includes the former Colindale Hospital site:

- Develop a dynamic new public transport interchange and associated pedestrian piazzas on Colindale Hospital/Station House site, British Library site and Peel Centre West site;
- Provide a sustainable mix of uses to create a new, vibrant neighbourhood centre for Colindale, with a range of retail and commercial provision, education, health and other community uses;
- Provide a sustainable and walkable neighbourhood centre including convenience food store provision of up to 2,500sqm supported by a range of associated shops and services to meet local needs;
- Improve the quality of and access to Montrose Park;
- Provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha;
- Provide safe, direct, legible and attractive pedestrian and cycle routes to and from the centre;

- Transform Colindale Avenue into an elegant, high quality urban route, attractively landscaped and lined by buildings of the highest architectural standards;
- Provide a package of transport improvements, in accordance with Policy 3.1, to create a more connected and legible Colindale and manage levels of congestion;
- Support the relocation of Barnet College to a new purpose built building close to Colindale Station;

The need to deliver additional housing in the Colindale area is also reflected in the emerging Core Strategy as policy CS1 promotes the Colindale regeneration area to provide 8,100 new homes by 2026 with particular emphasis on early delivery as follows:

2011/12 to 2015/16 – 4,500 homes

2016/17 to 2020/21 – 3,320 homes

2021/22 to 2025/26 – 300 homes

#### NHS Blood and Transplant (NHSBT) Expansion Land

Part of the proposed development will be on land that was previously earmarked for the expansion of the existing NHSBT facility which is located adjacent to the north west corner of the former Colindale Hospital site. The NHSBT has confirmed in writing that this plot is no longer required by them following a decision to re-organise their operations within their existing buildings and other sites rather than seek future expansion of the facilities.

The location of the NHSBT expansion land is tucked at the rear of the main Colindale Hospital development and is accessed through the new housing currently being built on the main Hospital site. It was originally identified for the expansion of the NHSBT at the time that the overall Colindale Hospital site was sold by the NHS Trust to Fairview. It's location at the rear of a housing development with no public visibility means that it is not considered to be an appropriate location for any other alternative employment uses. It is not identified for other uses in the Colindale AAP. The AAP promotes general employment uses on other sites along Colindale Avenue and Aerodrome Road. There are no planning policies that would prevent the use of the application site for housing. The principle of residential redevelopment of the plot originally identified for expansion of the NHSBT is therefore considered acceptable.

#### Birch Court and Willow Court

The site includes Birch Court and Willow Court which were used as accommodation for NHS staff, most notably when Colindale Hospital was in operation. Following the closure of Colindale Hospital BEHMHT no longer have a need for the accommodation.

Birch and Willow Court are identified for residential development in Colindale AAP Policy 4.1 as part of the comprehensive redevelopment of the former Colindale Hospital site. Extracts from the Colindale AAP are provided at **Appendix 3** which show the identified sites and proposals for the Colindale Hospital including Birch Court and Willow Court. The residential development of these sites is considered acceptable.

#### Elysian House

The application also includes the Elysian House care home within the red line boundary. Elysian House is owned by the Barnet, Enfield and Haringey Mental Health Trust (the 'Trust'). Elysian House is used as a recovery house which provides a 7 day maximum stay for patients. This falls within Use Class C2 of the Use Classes Order.

Elysian House is identified in the Colindale AAP as part of the comprehensive redevelopment of the former Colindale Hospital site (see **Appendix 3**).

UDP Policy H12 states that the Council will encourage proposals for residential care homes, hostels, shared houses and flats and other accommodation where an element of care is provided. There are no UDP policies which seek to protect or retain special needs housing. London Plan policy 3.17 states that where local health services are being changed, the Mayor will expect to see replacement services operational before the facilities they replace are closed, unless there is adequate justification for the change.

This land has been included within the application with the support of the Trust to ensure that there is a comprehensive masterplan for the redevelopment of wider site to ensure that the layout and massing of buildings respect and link in to the main Colindale Hospital development. However the Elysian House land is not owned by Fairview New Homes and will not be developed with the rest of the application. The land is in the ownership of the Trust who have no current plans to vacate the Elysian House or to develop the site. There will not therefore be any imminent loss of the Use Class C2 care accommodation and it will only become available for development when the Trust determine that they no longer require the building as part of their wider care strategy and alternative arrangements are made for providing the facility elsewhere.

Whilst the Trust have no immediate plans to vacate Elysian House, it is recommended that a clause be included in the Section 106 agreement requiring the Trust to confirm, at such time that they may choose to vacate the building that it is either no longer required as part of their wider care strategy or that alternative facilities are being provided elsewhere, in accordance with London Plan policy 3.17.

The development has been designed so that the proposed buildings will relate to the retained Elysian House building. A small part of the existing garden of Elysian House will be taken to facilitate Block Q. Catering as it will for short stay rather than long stay patients, the recovery facility at Elysian House requires a smaller garden area than was previously provided and, in the light of these changing circumstances, the Trust have agreed to sell a small parcel of the garden of Elysian House to Fairview.

Given that Elysian House is identified as part of the wider Colindale Hospital site for residential redevelopment, the principle of residential redevelopment of Elysian House as part of the wider masterplan for the Colindale Hospital is considered acceptable subject to the Trust confirming at such time as they decide to vacate the building, that the facility is no longer required to meet their healthcare provision obligations.

### **3.2 Residential Density**

The Council's UDP policy on residential density (H21) identifies Colindale as an area where high density would be acceptable:

*"The council will favourably consider proposals for higher density, residential development within Barnet's Major and District Town Centres, together with the West Hendon Local Centre, Cricklewood and Brent Cross, Mill Hill East and Colindale, provided such proposals comply with Policy D1 and relate satisfactorily to their surroundings."*

London Plan policy 3.4 seeks to optimise the housing potential of sites with reference to the density matrix contained in Table 3.2 (see table below) which provides a guide to appropriate density ranges for particular locations, depending on accessibility and character.

**London Plan Table 3.2 – Density Matrix**

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

Colindale Hospital benefits from a current PTAL of 3 (although this is expected to rise to a 4 given the public transport improvements to Colindale Tube Station, new interchange facilities and new bus route that have been introduced). The site is considered to fall within an urban setting as defined in para 3.23 of the London Plan as being "predominantly dense development such as for example terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes."

The proposed development would provide an average of 3 habitable rooms per unit. Taking all of these factors into consideration, the London Plan Density Matrix suggests a range of 55-145 units per hectare or 200-450 habitable rooms per hectare (see highlight in table above). This is further supported by Colindale AAP Policy 4.1 which requires developments in the Colindale Avenue Corridor of Change to provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha.

The development on the main Colindale Hospital site (H/00342/09) was approved at a density of 165 dwellings per hectare which equated to 464 habitable rooms per hectare.

The proposed development of 240 units on a 1.78 hectare site equates to a density of 135 units per hectare or 406 habitable rooms per hectare both of which are within the identified range within the London Plan density matrix. This is also below the density approved on the previous application for the former hospital site.

The flats will meet or exceed the minimum internal space standards set out in Table 3.3 in the London Plan (as shown in the table below). The proposal achieves 100% compliance with Lifetime Homes guidance and the blocks are designed with reference to the London Housing Design Guidelines (GLA). A high proportion of the flats are dual aspect and most of them, including those few that are single-aspect, have views over the park, either directly over the communal gardens, or obliquely over the landscaped square or streets.

**London Plan Table 3.3 – Minimum space standards for new development**

	Dwelling type (bedroom (b)/persons-bedspaces (p))	GIA (sq m)
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
	3b5p	86
	3b6p	95
	4b5p	90
	4b6p	99

The proposed residential density is considered to be appropriate having regard to the accessible location, the density of the approved development on the main Colindale Hospital site, the London Plan density Matrix and Colindale AAP Policy 4.1. The development will provide flats in accordance with the London Plan space standards.

### **3.3 Residential mix**

Colindale AAP Policy 7.1 seeks the provision of a mix of housing types while Core Strategy policy CS4 aims to create successful communities by seeking to ensure a range of dwelling sizes and types. Policy DM8 of the Development Management Policies DPD requires development to provide, where appropriate, a mix of dwelling types and sizes in order to provide choice for a growing and diverse population for all households in the borough.

The application proposes 240 flats with the following mix of sizes:

Size	Number of Units	% of Total
studio flat	7	3%
1bed flat	58	24%
2 bed flat	117	49%
2 bed wheelchair flat	1	
3 bed flat	39	
3 bed wheelchair flat	1	24%
3 bed maisonette	17	
<b>Total</b>	<b>240</b>	

This mix includes 57 three bed flats and maisonettes which is 24% of the total number of flats (32% by habitable rooms) together with 27% one bed and 49% two bed flats. The mix provides a range of sizes to meet all levels including those starting on the property ladder and those who require larger family sized units.

Officers explored the option of delivering houses on parts of the site. However in the context of the existing approved 7, 8 and 9 storey buildings this was not considered to be appropriate. On balance, considering the sites proximity to Colindale Tube Station in one of the highest accessibility locations in the Colindale AAP area, the provision of flats is considered to be appropriate.

### **3.4 Affordable housing**

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

- a. current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11
- b. affordable housing targets adopted in line with Policy 3.11,
- c. the need to encourage rather than restrain residential development (Policy 3.3),
- d. the need to promote mixed and balanced communities (Policy 3.9)
- e. the size and type of affordable housing needed in particular locations
- f. the specific circumstances of individual sites.

The policy does not set a target for the level of affordable housing to be provided in each development. Instead it suggests that negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements.

Colindale AAP Policy 7.2 and UDP Policy H5 require the maximum amount of affordable housing to be sought having regard to a target of 50% affordable housing overall and to a viability assessment for individual developments.

The application proposes 46 flats out of the 240 to be provided as affordable homes. This equates to 19% by number of homes and 21% by habitable rooms. Because the Elysian House site will not be developed, Fairview will provide 37 of the affordable housing units in Blocks P and Q. The remaining 9 units will be provided in Block R on the Elysian House site if it is developed in the future.

The proposed level of 19% affordable housing is below the Colindale AAP and UDP targets of 50%. However this level reflects the wider infrastructure requirements sought by the Colindale AAP. The scheme is providing a total section 106 package of over £2.5million in financial contributions for education, highways infrastructure, travel plan incentives and health to meet the key priorities for developer contributions and infrastructure investment set out in paragraph 4.3 of the Colindale AAP. Combined with the monies secured from the original development, it will enable the delivery of a £1million junction improvement to the Colindale Avenue/A5 road junction, and will also provide nearly £1.5million towards the building of a new Council primary school on the site of the former Mill Hill Sports Club on Grahame Park Way in Colindale.

The proposed level of affordable housing also reflects the current economic climate and housing market and the fact that there is no, or very little, government grant available to subsidise affordable housing. These costs all need to be taken into consideration when assessing the viability of the development.

#### Affordable mix

The London Plan sets a long term strategic target that 60% of new affordable housing should be for social renting and that 40% should be for intermediate housing. This is reflected in the Council's emerging Core Strategy. The application proposes 93% of the affordable units to be provided as affordable rent. This reflects the levels of shared ownership housing already being provided in the area and the proposed number of 3 bed affordable flats and has been agreed with the Council's Housing Officer.



The split between affordable rent and intermediate is as follows:

TENURE	NUMBER OF UNITS
<b>Affordable Rent</b>	
1 bed flats	9
2 bed flats	18
3 bed flats	16
<b>Shared Ownership</b>	
1 bed flats	0
2 bed flats	2
3 bed flats	1
<b>Total</b>	<b>46</b>

London Plan Policy 3.8 and the associated supplementary planning guidance promote housing choice and seek a balanced mix of unit sizes in new developments. The London Housing Strategy sets out strategic housing requirements and Policy 1.1 C of the Strategy includes a target for 42% of social rented homes to have three or more bedrooms. In response to guidance, 37% of the social rented flats within the proposal will be three bed units.

#### Affordable housing viability toolkit

To justify the proposed level of affordable housing the applicants have submitted a Viability Assessment for the development using the Homes and Communities Agency's *Economic Appraisal Tool - 2009 version* ("EAT") to appraise the scheme. The EAT is now regularly in use on a site specific basis to attempt to identify the level of affordable housing that a particular development proposal might be able to sustain, whilst providing an adequate level of profitability to the developer and a sufficient value to landowners that will encourage them to release sites for development.

The Affordable Homes Framework for 2011 – 2015 was recently published by the HCA. This document sets out the HCA and CLG expectation that affordable housing on Section 106 sites will be delivered at nil grant for both rented and shared ownership units. Therefore unlike the development of the main Colindale Hospital site which was approved in 2009, no housing grant will be available to subsidise affordable housing in this application.

Based on advice from Notting Hill Housing Trust, Fairview have assumed Affordable Rent levels as follows:

- 1 Bed 2p Flats = £200 per week
- 2 Bed 3p Flats = £210 per week
- 2 Bed 4p Flats = £220 per week
- 3 Bed 5p Flats = £180 per week

Although these rents are higher than Target Rents this only partially compensates for the loss of grant funding. A comparison has been made with the grant levels secured for the Brent Works development of 104 flats on Colindale Avenue which provided 21 affordable housing units. Social Housing Grant of £4,575,063 was secured at a rate of £217,860 per unit. Whereas, the price agreed with Notting Hill Housing Trust for 37 units in Block P and Q of this application is £5,750,000 a rate of only £155,405 per unit for a scheme with a similar mix. This equates to a loss of £62,454 per unit or £2,310,798 in total.

In addition to the reduction in affordable revenue there are two other major factors adversely affecting the viability of the scheme. These are:

- 1) there is little or no prospect of growth in house prices over the next few years. Many commentators are predicting a return to recession even if the Eurozone crisis is resolved. Fairview's internal sensitivity analyses assume that a drop of 5% in market prices is likely in 2012.
- 2) Construction costs are currently rising at 3.7% p.a. and are forecast by BCIS to continue to increase at a similar rate in future years.

Fairview have factored in a profit of 16.6% on total GDV for the development based on the proposed number of affordable housing units. This assumes that private sale revenues remain constant despite predictions that there is likely to be a 5% decline. This level of profit is below the generally accepted minimum return of 20% that is being applied in the current market.

A borough-wide Affordable Housing Viability Study (AHVS) was prepared by BNP Paribas in May 2010. The AHVS accepts that "the minimum generally acceptable profit level is currently around 20% of GDV" for the private sale element. But it follows the convention of recommending that a "contractors return" of only 6% should be allowed on the affordable element of developments. If this approach is adopted, the profit on the non affordable revenue rises to 18.64%.

The Viability Assessment includes evidence and figures for construction costs, design fees, Section 106 costs, Interest Costs, Marketing Costs.

In terms of revenue, Fairview has provided a schedule based on their achieved and anticipated sales values in Blocks A & B of the main Colindale Hospital development.

#### Independent viability toolkit review

The Council commissioned BNP Paribas consultants to independently review the submitted viability toolkit to determine whether the affordable housing offer and Section 106 contributions as proposed have been optimised.

Each site needs to be assessed on it's individual merits and constraints.

#### *Sales values*

BNP Paribas have undertaken a review of the scheme and consider that the values applied in the applicant's toolkits are within a reasonable range, based on the sales evidence provided for Blocks A & B. They have confirmed that Fairview's projection for market values to fall throughout 2012 is consistent with forecasts from the main agents, including Savills and Knight Frank.

The average market values applied to the appraisal reflect the current market conditions. This is normal practice. However BNP Paribas note that the actual sales are scheduled in months 29 to 44 of the development programme. On the assumption that month 1 is December 2011, the sales revenue will be generated between April 2014 and July 2015. BNP Paribas therefore suggest that a review mechanism could be included in the Section 106 Agreement which considers any increase in market values over the lifetime of the development.

Given that the proposed units won't be marketed until 2014/15, and given the fact that the part of the development on the Elysian House site may not come forward for development for a number of years, it is recommended that the s106 agreement includes a viability review mechanism. This will allow the Council to review the values for each phase. Should there be any increase in values and overall viability, a proportion of the increased value will be secured as a financial contribution towards affordable housing in the borough.

#### *Affordable housing revenues*

Fairview's assumed receipt for the 37 affordable rented units to be delivered in Block P and Q is £5.75m, which is supported by an offer letter from Notting Hill Housing Trust. This figure equates to £200 per sq ft, and BNP Paribas consider this to be within a reasonable range.

The Applicant has applied an equivalent rate to the appraisal for Site R, however they have assumed that 9 affordable housing units proposed at Site R would be split between shared ownership and rented units.

#### *Interest and finance costs*

The applicant's appraisal has assumed development finance at 7%. BNP Paribas have confirmed that this is not an unreasonable rate to assume in the current financial climate.

#### *Marketing costs*

Fairview has assumed 5% marketing fees within the EAT model. This rate is higher than BNP Paribas would normally accept and they requested that Fairview provide further evidence to support this rate.

#### *Construction costs*

Fairview has applied a net build cost rate of £1,836 per sq m in both EAT models. They have provided a breakdown of their estimated costs for blocks P & Q. These have been extrapolated to the scheme appraisal for Site R. The costs are divided into base build costs, which can be compared to industry indices and abnormal build costs and preliminaries.

This cost equates to £136 per sq ft £1,462 per sq m (£136 per sq ft). The total build cost is £25,008,099 for Blocks P & Q. BNP Paribas consider that these values are within a reasonable range reflecting the proposed scheme, when compared with the 2011 GLA toolkit benchmark figures for LB Barnet.

#### *Benchmark analysis*

The output of a toolkit appraisal is a Residual Land Value ("RLV"), which is then compared to an appropriate benchmark, often considered to be the Current Use Value ("CUV") of the site plus, where appropriate, a landowner's premiums. Development convention and GLA guidance dictates that where a development proposal generates a RLV that is higher than the benchmark, it can be assessed as financially viable and likely to proceed.

The applicant has not provided a current use value of the land, so this direct comparison of RLV against benchmark is not possible. However, the applicant has provided the estimated purchase price of the land at £5,763,933. This price equates to £3,718,666 per hectare. The applicant has provided a schedule of average residential land prices from the last five years, which indicate that the average figure of £10,243,767 per hectare, and range from £6,464,286 to £30,743,243.

The GLA Toolkit Guidance notes advise that the acquisition cost should not be used in viability assessments as a benchmark figure, but can be used to determine whether a fair price has been paid for land reflecting policy, location, development mix and density. Pages 6 - 9 of the GLA Toolkit Guidance Notes conclude “Residual Value should be compared with the Existing use Value of a site, Alternative Use Values, and, as general context/comparator, the site acquisition cost”. The guidance notes then go on to explain “Under all circumstances, it is important to stress that the amount actually paid for the site should be considered contextual/comparative information only when negotiating schemes. The result from the Toolkit should determine whether a fair price has been paid for land reflecting policy, location, development mix and density”.

The subject site is currently designated under the Area Action Plan (“AAP”) for residential development land. The most recent Valuation Office Agency (“VOA”) analysis of average values for residential land for the closest area (Outer London – Ealing) is £4.8m per hectare. This value reflects sites with planning consent, which the subject site does not yet have. To provide a direct comparison, it is necessary to discount the VOA land value to reflect planning risk. Given the allocation of the site in the AAP, a 20% discount for risk is likely to be sufficient. This discount reduces the land value to £3.8m. If we adopt this rate as the benchmark value, it would show that the RLV and price paid is below this level, at £3.7m. This value reflects the lower level of affordable housing proposed, together with the required Section 106 Contributions.

Purchase price on its own is not normally considered a valid benchmark against which to measure whether a scheme can viably provide affordable housing. However there are circumstances in which this approach may be considered acceptable. In the case of this site where the landowner is the NHS Trust and therefore a public body, purchase price can be considered an acceptable approach on the basis that the receipts will be re-invested in public health services.

There are precedents for this approach, including an application to Shepway District Council in respect of Westbrook House School, Folkestone, where no affordable housing is provided, as the capital receipts are being used to fund a new Sports Centre (Ref: Y/10/0077/SH). In addition, Tunbridge Wells Borough Council recently agreed to accept 17.5% Affordable Housing on a development on the former Kent & Sussex Hospital site (Ref: 10/04041/OUTMJ), against the Council’s policy requirement of 35%. This was accepted as the receipts from the sale of the development opportunity were to be used to redeem loans incurred by the Trust to develop a replacement hospital at Penbury.

Therefore in this instance where there are other section 106 priorities for public infrastructure and where the developer is contributing over £2.4million towards education and highways, and where the receipts for the land will be going to the NHS Trust and therefore reinvested in public services, the proposed approach to assessing viability and therefore the level of affordable housing is considered to be acceptable.

BNP Paribas have reviewed all of the appraisal inputs provided by Fairview and indicate that these assumptions are within an acceptable range for a development of this type. They conclude that the price paid as indicated in the applicant’s submission reflects a fair and reasonable price for the site, taking into account the allocation of the site within the Council’s UPD and the Colindale AAP. They recognise that on the basis of the section 106 contributions that the Council is seeking to secure from the development, the proposed level of affordable housing units proposed provides a reasonable offer.

## Conclusion

In accordance with London Plan Policy 3.12, Colindale AAP policy 7.2 and paragraph 8.3.2.11 of the UDP, the level of affordable housing needs to have regard to viability. The significant level of section 106 contributions required to be provided by the development to meet Colindale AAP objectives, combined with the lack of government housing grant, need to be taken into account. Therefore in this instance the provision of 19% affordable housing by unit (21% by habitable rooms) is considered to be acceptable given the other considerable benefits arising from the development. This has been verified by independent viability review.

### **3.5 Layout and scale**

PPS 1 states that good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. PPS 3 (Housing) addresses design in a number of ways and states that good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities.

London Plan Policy 3.5 states that the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces, taking particular account of the needs of children and older people.

The policies in the Built Environment Chapter of the Adopted UDP encourage high quality design based on an understanding of local characteristics and emphasise the need to create accessible, legible environments (GBEnv2, Policies D1 and D2). Policies also emphasise the need for development proposals to respect the constraints of the site to accommodate development and to ensure that new development provides adequate daylight and outlook for adjoining occupiers and uses (Policies D3, D4 and D5).

The proposal has been designed to ensure that it provides a seamless extension to the masterplan of the main Colindale Hospital development. The block layout, massing and architecture relate to, and reflect the blocks already approved. The applicants have demonstrated how the scheme accords with the 20 Building for Life (2008) principles and have submitted an assessment which shows how it achieves a score of 18.5. A plan is provided at **Appendix 3** showing the layout of the blocks and access.

The central spine road through the main development is continued through the site. The street widens out to become a landscaped 'shared surface' square at the point where the new pedestrian/cycle link into Montrose Park is proposed. This new path into the park will add a major north-south pedestrian route enabling a walking route that will connect Colindale Park, Montrose Park and Silkstream Park. It will also open up access to the park for existing residents who live to the south west. The new blocks P and Q, along with the approved block H frame the new square. From this square the road turns through 90 degrees and continues to the NHSBT site.

The new shared surface square will form part of the sequence of spaces through the development including the new Station Piazza at Colindale Tube Station and the central square in the middle of the development. The space will help mark the new entrance into Montrose Park.

The residential blocks are effectively perimeter blocks facing the street edges with their central communal gardens facing the green of the park. The orientation of the blocks generally ensures units and spaces are well lit. Block P faces a new street with existing

blocks H and J. The ends of this block return to provide frontage that will overlook the new square and face the NHSBT site. Proposed Blocks Q and R front the street down the side of Block L. A small new street is formed between Q and R to break this part of the site in two. This allows for an additional view out to the park from the side street and accommodates the phasing in relation to the Elysian House site to allow Block R to be constructed at a later date should the site become available. The existing Elysian House building will continue to function, but this layout gives the comfort that if it were to be redeveloped, it would relate to the adjacent blocks and be compatible with the overall masterplan.

The proposed block layout completes the urban grain of main development. The blocks are considered to create a well considered and legible street pattern with clear definition between fronts and backs, public and private.

The scale of the proposal reflects the building scale and form established in the main hospital development while also responding to the site's immediate location adjacent to Montrose Park. Key corners on blocks P and Q rise to 7 storeys where they relate to the new shared surface square and the existing 9 and 10 storey elements of Block H. The rest of the buildings are at 5 and 6 storeys with some 4 storey elements where the blocks step down to the park. The height and articulation of the blocks has been designed to sit below the skyline of the existing blocks behind when viewed from Montrose Park, retaining and reinforcing the taller landmark elements of the existing buildings, while providing a built buffer between these and the open space of the park.

The proposed buildings also respond to the topography of the site which falls towards the park. This change in level is used to provide car parking at a lower level in undercrofts whilst allowing the central courtyard gardens to be at the same level as the access streets.

The scale is considered to be appropriate for the site, respecting both the scale of the adjacent approved development as well as the park setting. The proposed buildings are screened from the Listed administration building by the approved development and are therefore not considered to impact on the setting of the listed building.

Block P at the western end will be 5 and 6 storeys which is similar in height to the neighbouring NHSBT building, although of a smaller scale overall in terms of footprint.

The existing 3 storey Elysian House building is approximately 74m from the nearest house in Booth Road across the railway line. The gable end of the proposed Block R will be 5 / 6 storeys and approximately 60m from the rear of the nearest neighbouring property. This gable end is only 12.5m wide. The separation distance is considered to be more than sufficient to ensure that the proposal will not detrimentally impact on the amenities of the neighbouring residential occupiers.

### **3.6 Architecture and detailed design**

The design of the buildings picks up on the architectural style and language established in the approved hospital development.

Each block is articulated in scale with differing heights ranging from 4 storeys to 7 storeys. The building footprints of each block include subtle steps in plan whilst upper floors are also set back to create terraces. The main material is a buff brick. This is used to give further articulation to the blocks through a vertical rhythm within the facades. The upper floors are often set back from the brick façade and clad in a different an giving the effect of an outer layer or 'skin' to the building. The combination of changes in overall scale in the blocks

combined with the steps and set backs in plan as well as vertical rhythm created by the brickwork create varied and interesting buildings.

Cantilevered balconies and large floor-to-ceiling windows provide further interest to the elevations. The main stair cores are emphasised as large openings that run the full height of the building.

The inner courtyard elevations are composed with softer materials including timber to reflect the calmer setting of the communal amenity space. Balconies are provided within a steel framework which projects from the buildings. The corner of Block P fronting the new shared surface square is clad in zinc to highlight this important corner and to relate to the zinc on the 10 storey block in the central square of the main development.

Corners facing back into the site and gable ends of the blocks facing the park are emphasised with different materials, larger balconies, inset terraces and other architectural elements. Framed openings form 'sky rooms' at high level on key parts of the blocks and Block Q includes brick framed balconies on the southern corner.

The overall architectural approach and proposed approach to materials, combined with the robust urban design layout are considered to create a high quality extension to the existing masterplan.

### **3.7 Daylight and Sunlight**

Policy H16 of the UDP states that new residential developments should harmonise with and respect the character of the area within which they are situated and provide and preserve adequate daylight, outlook and residential amenity.

National Guidance is contained in the Building Research Establishment's 1991 publication "Site layout planning for daylight and sunlight: A guide to good practice (referred to as the "BRE Guide")".

The BRE report advises daylight levels should be assessed for the main habitable rooms of residential property. Habitable rooms in residential properties are defined as kitchens, living rooms, dining rooms and bedrooms although bedrooms are considered less important as they are mainly occupied at night.

Several methods for calculating daylight that can be employed in various situations. The vertical sky component (VSC) analysis is a measure of the amount of sky visible to the centre point of a window and is generally used to assess properties neighbouring a development site to demonstrate the potential for daylight adequacy. The BRE guide advises that a building may be adversely affected by a development if, "the VSC at the centre of an existing main window is reduced to less than 27% or less than 0.8 times its former value".

The average daylight factor (ADF) is a more detailed assessment employed generally used to assess the adequacy of daylight within scheme proposals but it can also be employed where detailed information is known for neighbouring properties. An ADF analysis is a more comprehensive form of analysis which takes the VSC into account but also other factors including the size and number of windows serving the room in question, the internal finish within that room, the glazing to be used and the use to which that room is to be put. An ADF analysis can be used for neighbouring property where the above detailed information is known.

A Sunlight & Daylight Assessment has been submitted for the proposed development. This undertakes a assessment of Blocks P, Q and R and also the neighbouring buildings in the approved main Colindale Hospital development (Blocks H, J and L) using the ADF method. No internal information is available for Buildings 1-7 shown on the location plan and, as such, the appropriate assessment for these properties is the VSC assessment.

The report demonstrates that all rooms adjacent Blocks H, J and L within the main Colindale Hospital development facing the development site meet the BRE guidelines. The daylight adequacy analysis of the properties surrounding the development and within the main Colindale Hospital Development demonstrate all windows and rooms comply with BRE guidelines for the applicable VSC and ADF standards. This demonstrates the proposals have been designed to consider the availability of daylight to their neighbours. Only 4 habitable rooms within the scheme proposals fail. The architects have reviewed these and confirmed that the three moderate adverse impact failures can be easily eradicated and the substantial adverse impact can be mitigated by rearranging the internal layouts.

The BRE guide advises that for gardens and open spaces to be adequately sunlit throughout the year no more than 40%, and preferably no more than 25%, of any such space should be prevented by buildings from receiving direct sunlight on 21 March. A shadowing analysis has been undertaken to demonstrate the amount of permanent shadow to the amenity spaces formed by the courtyards of the Montrose Park Sites proposals. The assessment also includes the further amenity space to the boundary with the adjacent land including the allotments and Montrose Park. The shadow analysis demonstrates the amenity spaces forming part of the development will experience less permanent shadow than recommended in the BRE guidelines for the summer months between 21 March and 21 September.

The above results show the scheme has been carefully considered to ensure levels of natural light in excess of the levels recommended in the BRE guidelines are achieved. The application is considered to meet the requirements of UDP policy H16.

### **3.8 Trees and landscaping**

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.

Trees at the above site are included within The London Borough of Barnet Colindale Hospital and Adjacent, Colindale Avenue, London NW9 Tree Preservation Order 2004 (internal reference TRE/HE/78). It includes all the trees growing within the boundaries of area A1 (marked on the plan) that were growing at the date the Order was made (10<sup>th</sup> May 2004) - essentially all the trees at the site.

As part of the planning application, the applicants have submitted a tree survey of the site undertaken by independent arboricultural consultants. This identifies the type and condition of all of the trees on the site in accordance with British Standard BS5837:2005.

In relation to the Montrose Park sites application, a total of 23 trees and 4 groups are proposed to be removed comprising the following:

- 2 x Category A trees
- 3 x Category B groups
- 16 x Category C trees
- 1 x Category C group
- 6 x Category R



Of these 4 trees are recommended for removal for reasons of sound arboricultural management where the tree is dead or significantly in decay.

The applicants have submitted a Landscape Strategy for the development. The scheme will provide a landscape structure of new trees ranging from semi-mature trees in key locations and in peripheral areas to smaller growing specimen trees in the courtyards and podium deck gardens. This will provide a significant number of new trees which will be able to grow to maturity for the benefit of the wider area. Tree species (and cultivated varieties of species) will be selected from the following native trees to suit, in terms of mature size, the dimensions of the spaces in which the trees are to grow without future inconvenience to the residents or disruption to buildings:

Acer campestre  
Field Maple  
Alnus glutinosa  
Alder  
Betula pendula  
Birch  
Carpinus betulus  
Hornbeam  
Fagus sylvatica  
Beech  
Fraxinus excelsior  
Ash

Prunus avium  
Wild Cherry  
Prunus padus  
Bird Cherry  
Sorbus aucuparia  
Rowan  
Sorbus aria  
Whitebeam  
Tilia cordata  
Small Leaved Lime  
Crataegus monogyna  
Hawthorn

Where appropriate the scheme will include a number of suitable larger native species of trees. The aim of the proposed planting will be to provide a long-term improvement in biodiversity and a landscape gain in terms of tree cover and the effective extension of existing adjacent green spaces along the edge of Montrose Park into the site. The provision of native landscaping will also contribute towards the objective of sustainability.

Whilst the redevelopment will result in the loss of trees across the site, efforts have been made to retain trees where possible and replacement planting will take place as part of the landscape strategy. On balance, the mitigation through new tree planting combined with the regeneration benefits for the wider Colindale AAP area arising from the development, including the delivery of new housing, the creation of a new pedestrian and cycle link into Montrose Park and a significant section 106 package to help deliver new primary school and transport infrastructure, are considered to justify the loss of trees.

### **3.9 Private and public space provision**

PPG17 states that open spaces underpin people's quality of life. It identifies that the provision of local networks of high quality and well managed and maintained open spaces help create urban environments that are attractive, clean and safe.

London Plan policy 3.6 requires development proposals that include housing make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. The Mayor's Supplementary Planning Guidance *Providing for Children and Young People's Play and Informal Recreation* sets out guidance to assist in this process.

### Private amenity space provision

UDP Policy H18 provides the following standards for provision of gardens or amenity space in new residential schemes:

- For Flats:
  - > 5 square metres of space per habitable room.
- For Houses:
  - > 40 square metres of space for up to four habitable rooms.
  - > 55 square metres of space for up to five habitable rooms.
  - > 70 square metres of space for up to six habitable rooms.
  - > 85 square metres of space for up to seven or more habitable rooms.

It also recognises that proposals in or near town centre sites may be exempt from this requirement if alternative amenities are provided.

Based on UDP Policy H18 the scheme is required to provide 4125sqm of amenity space based on the proposed flats having a total of 825 habitable rooms.

To meet this requirement the application proposes a significant amount of private amenity space in the form of private balconies or terraces to most flats, communal landscaped podium courtyards within each block and a secure parkland landscape to the rear of each of each block. The new street between Block Q and R will also have a small square which will be part of a quiet cul-de-sac where children will be able to play.

The private communal courtyard gardens are provided within each block for the residents. The flats or maisonettes that are at the podium level will open onto private terraces around the edge of the courtyard while the central area will be landscaped for communal use. These gardens are accessible from the cores in the blocks and available to all residents, irrespective of tenure. These gardens face west-north-west over the park and will receive the afternoon setting sun. The edges of the courtyards step down through informal planting to the landscaped boundary zone along the edge of the park and allotments. This zone will also provide amenity space for the use of the residents of the blocks.

Almost all of the flats and maisonettes have some private amenity space – either a terrace at ground or podium level, or a balcony or roof terrace higher up. 21 out of 240 flats don't have a private balcony, however these are mostly 1 bed flats. The remainder of the amenity space requirement is provided in the private communal courtyards and landscaped parkland. Those units that don't have a private balcony will have access to the communal gardens. The proposed amenity space for each block is as follows:

#### *Block P*

Communal Garden = 1133.6sqm  
Communal Podium = 590.2sqm  
Private Terraces = 563.8sqm (Podium + roof level)  
Private Balconies = 450.7sqm  
Total = 2,738.3sqm

#### *Block Q*

Communal Garden = 1039.4sqm  
Communal Podium = 1033.1sqm  
Private Terraces = 836.0sqm (Podium + roof level)  
Private Balconies = 747.7sqm  
Total = 3,656.2sqm

### *Block R*

Communal Garden = 356.0sqm

Communal Podium = 345.3sqm

Private Terraces = 284.4sqm (Podium + roof level)

Private Balconies = 211.2sqm

Total = 1,196.9sqm

In total the development will provide 7,590sqm of private and private communal amenity space which exceeds the policy H18 requirement.

H18 recognises that proposals in or near town centre sites may be exempt from this requirement if alternative amenities are provided. The supporting text to the policy in paragraph 8.3.3.7 states that the council encourages the development of high density development, such as flats, in or very near town centres, as they help to meet the government's objectives for achieving sustainable development. It may not always be possible to provide amenity space for such proposals at the standard set out below. Where this is the case, proposals should have an exceptionally high quality of urban design, to ensure alternative amenities are provided for occupiers. The application provides in excess of the policy requirement for amenity space which is mainly in the form of private communal gardens. It also provides high quality urban design with a new public square and shared surface residential street between blocks Q and R. The application therefore provides sufficient alternative amenities for the 21 flats that don't have a dedicated private balcony.

### Public open space and play space

UDP Policy H20 seeks to ensure that new housing developments provides for proportionate amounts of public recreational space and facilities or contribute to providing for children's play, sports grounds and general use where a deficiency of open space exists. London Plan Policy 3.6 requires development proposals to make provision for play and informal recreation.

The provision of children's play space should be seen in the context of the overall development of the former Colindale Hospital site and the amount and quality of the play space delivered by the main approved development. In addition, the site is located next to the play opportunities offered by Montrose Park to the west and the locally equipped area of play (LEAP) playground in Colindale Park to the east.

A toddlers' doorstep play area (Local Area of Play) will be provided within each of the three podium gardens. The private parkland area that will run along the north west park edge of the blocks will provide additional secure a places to play. The main Colindale Hospital redevelopment also includes a 400sqm Locally Equipped Area of Play (LEAP) within the woodland area in the south west corner of the site.

A contribution of £148,722 was secured through the section 106 agreement for the main Colindale Hospital development (H/00342/09) towards improvements to Montrose Park and the facilities contained within it. A further contribution of £80,000 was secured to provide a new pedestrian/cycle bridge and footpath into the Montrose Park from the former Colindale Hospital site. This application will provide a further £25,000 towards the new pedestrian bridge link.

The new link will enable future residents of the development as well as members of the public to access directly into Montrose Park. This will consequently enable people to also access Silk Stream Park to the north west. This contribution will make these important local amenity and play spaces more accessible and usable for future residents and the wider area.

Officers consider that the new public square and shared surface street on site, combined with the proposed new pedestrian access and enhancement of the existing facilities in Montrose Park, provides an adequate mix of public open space both in quantitative and qualitative terms for existing and future residents. The provision of play space is considered to be appropriate in terms of scale and location having regard to access to existing facilities. Details of play facilities and equipment within the development will be secured by condition.

### **3.10 Air quality**

Barnet is designated as an Air Quality Management Area due to high levels of nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) attributable to road traffic emissions. However, this does not mean that the entire borough is at risk of having poor air quality. The areas of greatest concern are adjacent to busy roads and junctions. The Application Site is not located in an area of poor air quality.

The main Colindale Hospital development includes the construction of an energy centre, the impact of which was assessed in a report produced by E.ON in January 2011. The report concluded that the energy centre is unlikely to result in exceedances of the air quality objectives for nitrogen dioxide and PM<sub>10</sub> at existing or proposed receptors. However, levels of nitrogen dioxide were close to exceeding the objective level next to Block A of the main development. Therefore, mitigation measures were incorporated into the design of the Energy Centre to aid greater dispersion and further reduce the impact on the proposed development site.

This energy centre will be in operation on the completion of the development proposed in this application. Therefore based on the detailed air quality assessment undertaken by E.ON and the mitigation measures employed by the developer the impact of the energy centre on this application is likely to be minor adverse and will not result in an exceedance of the air quality objectives.

The potential effects of dust generated during the construction phase of the development have been assessed qualitatively. The qualitative assessment shows that dust is expected to occur from site activities as the site is designated as high risk, although this is likely to have a short-term impact on the surrounding environment. This impact can be reduced by the use of appropriate mitigation measures and a condition is attached requiring the submission of a Construction Management Plan. This will also need to set out any necessary mitigation required in relation to air quality for the NHS Blood Transplant facility.

It is therefore concluded that the site is suitable for the proposed residential development from an air quality perspective.

### **3.11 Noise Assessment**

London Plan Policy 7.15 of the London Plan states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals as well as separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening or internal layout in preference to sole reliance on sound insulation.

In addition standard 5.2.1 of the Mayor's Housing SPG (EiP draft) states that developments should avoid single aspect dwellings that are north facing, exposed to Noise Exposure Category (NEC) C or D or contain three or more bedrooms.

The main source of noise at this site is the adjacent Northern Line Tube line.

A Noise Impact Assessment has been carried out for the proposed development which takes account of the relevant guidance and standards, including Planning Policy Guidance Note 24: Planning and Noise, to determine the suitability of the site for noise sensitive development. Consideration has also been given in respect of internal noise levels within habitable rooms. The Noise Assessment identifies that the site will be within NEC category A and B and concludes that by incorporating building envelope treatments within the limited number of noise sensitive buildings, a good internal noise level will be achieved. No particular measures are necessary other than a good standard of double glazing. A close boarded fence of equivalent will also be provided at the boundary of the Block R podium deck.

The Environmental Health Officer has been consulted on the details and requested a condition requiring buildings to be constructed to meet the necessary sound insulation levels so that residents will not be adversely impacted by noise. Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from noise.

### **3.12 Energy and sustainability**

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

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

It requires major developments achieve a 25% reduction in carbon dioxide emissions reduction residential buildings based on 2010 Building Regulations.

Policy 5.3 goes on to set out the sustainable design and construction measures required in major developments. Policy 5.5 and 5.6 require developments to connect to decentralised energy networks where they are available.

Colindale AAP Policy 6.1 also requires developments in Colindale to make the fullest contribution to the mitigation of, and adaptation to, climate change and to minimise emissions of carbon dioxide and reduce consumption of natural resources using the energy hierarchy. AAP Policy 6.2 requires developments to link in to, and support, a Colindale-wide CHP and district heating system with a central energy centre.

An Energy Statement has been submitted with the application. The statement demonstrates the measures proposed for mitigating energy use and abating CO2 emissions on site to respond to various planning and building regulation compliance requirements aimed at addressing the impacts of climate change. The energy strategy for the proposed development is effectively part of the wider energy strategy covering seven development sites which are all connected to the Colindale Hospital Community Energy System which has already been constructed as part of the main Colindale Hospital development.

The proposed development will connect to the Colindale Hospital Community Energy System which is powered by the Energy Centre. The Energy Centre will provide heating and hot water via a centralised energy centre distributing heat through an underground heating pipe network. Each building and dwelling will be connected to the heating distribution system via a hydraulic interface unit. Any electricity generated on site will firstly be utilised on the site to

service the electrical loads of the large commercial anchor customers and any excess electrical generation will supply electricity back onto the grid. The Energy Centre will provide the heating and hot water for all 726 residential units in the approved hospital development, the 374 bed Aparthotel, the commercial units beneath the hotel and around the piazza, as well as the residential development of 104 flats at Brent Works on the opposite side of Colindale Avenue. It has also been sized to provide heating to the Barnet College site. In total the centre will heat over 1000 homes and a significant number of commercial properties.

The energy system will be operated and managed by E.ON Sustainable Energy, a division of E.ON UK plc as the Energy Services Company who will also be responsible for billing customers for their heat (and power, where supplying electricity).

The provision of a central energy centre and distributed energy network to form a community energy system, is a key requirement of meeting the sustainability aspirations of the revised London Plan and the Colindale Area Action Plan (CAAP). It is also critical to delivering key on-site sustainable energy measures to satisfy requirements within the Code for Sustainable Homes, BREEAM, and local renewable energy targets for the Montrose Park site.

The energy strategy seeks to minimise CO2 emissions by following the energy hierarchy within the London Plan as follows:

- 'Be lean' – the development provides high density housing utilising efficient build forms which inherently reduce energy demand. Enhancements to the building fabric and construction will deliver further reductions in energy demand. This means that the development will use less energy to begin with. The buildings will be constructed to meet Code Level 4. This approach will reduce CO2 emissions by greater than 44%;
- 'Be clean' – Connection to the Colindale Community Energy System ensures heating and hot water is provided efficiently through a centralised energy centre which consumes less gas and ensures efficient technologies like Combined Heat & Power plant can be utilised to deliver emissions reductions on-site;
- 'Be green' – biomass boiler technologies working in parallel with gas fired Combined Heat & Power will ensure that at least 20% of the emissions reductions are delivered using renewable sources on site.

Because the development is connecting into the Energy Centre and the local heating network, it is 'future proofed' for possible changes in fuel sources, legislation, and technology. This allows the Energy Centre boiler plant to be upgraded in the future rather than having to replace hundreds of individual boilers in each flat.

Colindale AAP Policy 6.3 requires residential development to achieve a minimum rating of Level 4 of the Code for Sustainable Homes, subject to a viability assessment. All of the flats proposed in this application will be designed to Code Level 4.

A Sustainability Strategy has been developed for the scheme and submitted with the application. This strategy demonstrates how sustainable design and construction principles have been incorporated into the development of the scheme's masterplan, and how these will be further embedded during the lifecycle of the development.

#### Socio-economic Credentials

- The site is in close proximity to local amenities with good pedestrian, cycle and public transport access as well as being in easy reach of local services.

- It utilises appropriate use of Brownfield land within Greater London that meets a local housing need in the area with minimal detrimental impact to the local context and landscape.
- It has a suitable density which makes efficient use of available land for development whilst preserving the biodiversity of the area, providing visual amenity as well as supporting the local economy.

#### Environmental Credentials

- All of the units will be designed to reduce their emissions by at least 44% below the minimum mandatory requirements through improvements in building envelope and insulation.
- All residential and non-residential units developed will be heated through connection to the Colindale Hospital Community Energy System which provides heat & power using low/zero carbon energy generating plant at the point of use.
- Every dwelling will be provided with water conservation measures to make efficient use of potable water to meet everyday needs.
- The use of recycled, responsibly sourced and sustainably manufactured building materials for the main building elements ensures materials are sourced locally wherever practicable and that most of the key construction materials have been specified to have a low environmental impact throughout their life-cycle.
- The site is constructed with minimal waste arisings making efficient use of materials as well as recycling any waste that arises throughout the construction process. Every unit is provided with waste recycling facilities to encourage and enable all residents to recycle their municipal waste.
- The use of green and brown roofs aid rain water attenuation and help provide wildlife habitats.

The proposals will deliver high quality, sustainable development in compliance with the requirements set out in the London Plan, Barnet UDP and the Colindale AAP. The development will deliver a carbon saving of over 40% through highly insulated, efficient building design and construction and connection to the Colindale Energy Centre and district heat network. 20% of the CO2 emission reductions will be achieved through renewable energy. All of the flats will be built to meet Code for Sustainable Homes Level 4. The application is considered to comply with London Plan policies 5.3, 5.5, 5.6 and 5.7 as well as Colindale AAP policies 6.1, 6.2 and 6.3.

#### **3.13 Flood Risk**

UDP Policy ENV9 states that in areas at risk from flooding, new development or intensification of existing development will only be permitted where applicants have properly assessed the flood risk and made arrangements to implement flood prevention measures. Policy ENV10 requires development that will generate significant surface water run-off likely to result in increased flood risk, or changes to natural habitats, to provide appropriate prevention measures as part of the development.

Colindale AAP Policy 6.5 requires all development to incorporate Sustainable Drainage Systems (SUDS) to manage surface water run-off.

The application site is located within Flood Zone 1, as identified in Planning Policy Statement 25: Development and Flood Risk (PPS25), where there is a low risk of flooding of less than 0.1% and is therefore deemed suitable for all forms of land use.

The former hospital site was served by a traditional surface water drainage network, without attenuation devices, which was believed to be overwhelmed on a relatively frequent basis causing localised flooding and uncontrolled run off to adjoining land. As part of the main Colindale Hospital development a new surface water drainage system has been installed that incorporates Sustainable Urban Drainage Systems (SuDS) features and flow control devices to restrict surface water runoff generated by rainfall events to greenfield runoff rates as required by PPS25.

The drainage strategy for this application builds on the infrastructure already installed. The strategy proposed to drain surface water at rates equivalent to the greenfield runoff for 1, 30 and 100 year events with an additional 30% allowance. Four types of attenuation are proposed:

- Green and brown roofs to attenuate and improve the quality of water at source
- Void system provided beneath permeable paving and landscaped areas to provide attenuation
- Areas of permeable paving to drain the parking bays and non-adopted roads
- Attenuation tanks located below private road parking areas to attenuate uncontaminated run-off from roof areas to provide additional attenuation from road areas

The Environment Agency has been consulted and is satisfied with the submitted FRA. They have requested that conditions are imposed requiring the measures specified within the FRA and drainage strategy to be implemented. Suitable conditions are therefore attached to this report to ensure that the scheme does not give rise to an increase in flood risk, water pollution or an adverse impact upon the natural features and character of the area.

The proposed development represents an opportunity to reduce flood risk by improving drainage. The application therefore accords with UDP Policies ENV9 and ENV10 and Colindale AAP Policy 6.5.

### **3.14 Transport and movement**

UDP Policy M1 requires major development proposals to be in locations which are, or will be, highly accessible by a range of modes of transport, in particular public transport, walking and cycling. Policy M6 states that developments should be located and designed to make use of the public transport more attractive by providing improved access to existing facilities, and if necessary the development of new routes and services. Policy M13 states that the Council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments. Where improvements or changes to the road network are directly related to the development and any planning permission, the Council will seek to secure a planning obligation from the developer.



### Existing transport context

Colindale Underground Station is located adjacent to the main entrance to the Colindale Hospital site and provides direct links into Central London. Colindale station is on the Northern Line and currently operates trains at a peak hour frequency of approximately 20 per hour. There are committed proposals to improve the signaling on the Northern Line by 2011 which will enable frequencies to increase up to 24 trains per hour. The line loading assessment has concluded that this increase in capacity is sufficient to cater for the demand from committed developments in the Colindale AAP area.

The methodology used to measure the accessibility of a site by public transport is based on Public Transport Accessibility Level (PTAL). The PTAL ranges from 1a representing Low accessibility, to High accessibility at 6B. The PTAL Score for the site is 3 which is considered as medium accessibility. The Transport Assessment submitted with the application states that the PTAL rating for the site will rise to a 4 given the public transport improvements to Colindale Tube Station, new interchange facilities and new bus route that have been introduced.

Parking restrictions - the site is located within the Colindale Controlled Parking Zone (Zone P) which operates one hour parking controls from Mon-Fri (2pm-3pm). On Colindale Avenue, a waiting restriction from Monday to Sunday 8:00am-6:30pm is in operation with 'At Any Time' restriction in the vicinity of the Underground Station.

There are 2 bus routes that run along Colindale Avenue and stop at Colindale Tube Station: the 204 and the 303. Route 204 is a high frequency double deck service that operates between Edgware Bus Station and Sudbury Town Station. There are no capacity related problems predicted on this bus service with the addition of the development trips. Similarly, there are no predicted capacity issues on route 303 which is a single deck service that runs between Edgware Bus Station and Colindale Asda. An additional 4 bus services are available along the A5 (Edgware Road) within a 12 minute walk of the site.

As part of the consented Colindale Hospital development and associated highways works, a new bus lay-by large enough to take two buses has been provided on the north side of Colindale Avenue outside Colindale Underground Station. This has replaced the old single bus stop that was previously on the road (i.e. no lay-by). This improvement means that two buses can use the bus stop at the same time and it also means that traffic can get passed while the buses are stopped.

The proposed development will be accessed through the main Colindale Hospital development which is currently under construction via the new junction with Colindale Avenue that has been constructed as part of the approved scheme. The site access junction comprises of a three arm T-Junction and an assessment of the predicted operation of the junction, including the addition of traffic relating to the development proposals has been carried out.

### Transport Assessment

UDP Policy M2 states that in considering planning applications for new development, the council will require developers to submit a full transport impact assessment in cases where it will have significant transport implications.

Colindale AAP Policy 3.6 advises that development proposals will require the submission of a travel plan and transport assessment and include appropriate measures to minimise

impacts on the local highway network and promote the use of public transport, walking and cycling.

A Transport Assessment (TA) was submitted for the main Colindale Hospital development (H/00342/09) which assessed the impact of the proposed development on the road network and provided an analysis of the site's accessibility by alternative modes of transport. The assessment covered the impact of 714 residential flats, a 17,000sqm college facility and the 293 bed Aparthotel.

*TA for proposed development*

A TA prepared by URS Scott Wilson has been submitted with this application which assesses the potential impact of the proposed development. The TA provides an indication of the number of vehicle movements which may be expected for the existing uses and the proposed development by reference to trip rate information. A comparison is then drawn between the existing and proposed uses to establish the net change in vehicle movements which may be expected as a result of the application proposal. The level of vehicular trips that will be generated by the development proposals has been assessed within the context of the approved Colindale Hospital development and the existing land uses within the development area. The cumulative impact of the proposed development with the impact of the separate outline planning applications that have been submitted for the College land (College Land Option A and College Land Option B) has also been taken into account.

*Existing Trips*

The scoping for the TA was agreed with the Council's Highways Officers. The residential trip rates used for assessing the main Colindale Hospital development have been used for estimating the existing trip generation associated with the existing residential accommodation contained within Birch and Willow Court, as well as the trips that would be generated from the new flats proposed by this application. The agreed trip rates are provided in Table 1 below.

Residential vehicular trip rates approved from main Colindale Hospital development

Peak Hour	Arrivals	Departures	Combined
AM (0800-0900)	0.046	0.136	0.182
PM (1700-1800)	0.090	0.051	0.141

A total of 18 dwellings are currently provided in Birch Court and Willow Court (9 units at each). Trip rates from the TRICS (2011a) database have been used to assess the trips associated with the Elysian House care home. In total, it has been estimated that 5 existing vehicle trips are generated in the AM peak and 5 trips in the PM peak hours as shown in Table 2 below.

Trips associated with Birch, Willow and Elysian properties

Peak Hour	Arrivals	Departures	Combined
AM (0800-0900)	2	3	5
PM (1700-1800)	3	2	5

*Net Vehicular Trips from proposed development combined with College Land Options*

The TA also considers the potential level of trip generation relating to the separate applications for the safeguarded College plot within the main Colindale Hospital development. It should be noted that separate outline planning applications and associated TAs have been prepared for the College development options in order to assess the potential overall impact of the development, the cumulative trip impact has been considered.

College Land Option A considers a reduction in scale of the College and the provision of additional residential units. The gross floor area of the College will be reduced from 17,000sqm to approximately 6,600sqm with an additional 67 residential dwellings along with commercial floorspace at ground level. The College Land Option A application would therefore result in a 61% reduction in college trips compared to the College facility originally assessed in the TA for the main Colindale Hospital application. The trips associated with the original College facility are shown in Table 1 in **Appendix 5** of this report. The trips associated with the reduced College facility are shown in Table 2 and the net change in trips is shown in table 3.

The trip generation for the residential flats proposed by this application (240 units) combined with the flats in College Option A (67 units) has been calculated (see Table 4 in **Appendix 5**). Based on the proposed development of the application site combined with the reduced College facility and 67 flats proposed in College Land Option A, the total net change in vehicular trip generation at the Former Colindale Hospital site is approximately -49 in the AM peak hour and -15 in the PM peak hour (see Table 5 in **Appendix 5**). This scenario therefore shows a reduction in the number of trips generated from the site in both the AM and PM peak hours.

College Land Option B considers the implications of Barnet College not relocating onto the plot within the former Colindale Hospital development. This scenario proposes to replace the college facility with 170 residential dwellings and commercial floorspace at ground level.

The trip generation for the residential flats proposed by this application (240 units) combined with the flats in College Option B (170 units) has been calculated (see Table 6 in **Appendix 5**). Based on the proposed development of the application site combined with the residential and commercial development in College Option B, a total of 410 residential dwellings plus commercial floorspace at ground level would be provided. The total net vehicular trip generation of for this scenario would be -85 trips in the AM peak hour and -26 trips in the PM peak hour (see Table 7 in **Appendix 5**). This scenario also shows a reduction in the number of trips generated from the site in both the AM and PM peak hours.

It should be noted that in both the combined Option A and Option B scenarios, the assessments indicate that there will be an increase in departure trips in the AM peak hour (32 trips for Option A and 42 trips for Option B). The impact of these movements on the junction for the development is assessed below.

### *Junction Capacity*

The TA includes an assessment of the operation of the site access junction using trip generation and distribution data, taking into account the potential changes in traffic flows associated with the development proposals. The assessment has been undertaken for the following scenarios:

- 2016 Do Minimum
- 2016 Do Something

The TA assessment has used PICADY (version 5) to provide an analysis of the potential operation of the upgraded main site access onto Colindale Avenue. PICADY reports results in terms of the Ratio of Flow to Capacity (RFC) and queue length on each approach to the junction. An RFC of 0.85 or below indicates that the arm is predicted to operate within its ideal capacity, whereas an RFC of above 1.0 indicates that the arm may operate over capacity. An RFC of between 0.85 and 1.0 indicates that the arm is predicted to operate

within its theoretical capacity, but beyond its ideal capacity. Queue length is measured in vehicles.

*Do Minimum*

The 2016 Do Minimum scenario for the purpose of the TA has been based on the 2016 Do Something scenario presented in the TA for the main Colindale Hospital development. i.e. the anticipated operation of the junction based on the trips and turning movements associated with the completed main Colindale Hospital. The assessment is shown in the table below.

Do Minimum - site access junction operational assessment

Approach	AM (0800-0900)		PM (1700-1800)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Site Access left to Colindale Avenue (east)	0.268	0.36	0.241	0.31
Site Access right to Colindale Avenue (west)	0.556	1.20	0.246	0.32
Colindale Avenue (east) ahead	0.486	1.82	0.461	1.49
Colindale Avenue (east) right to site access	0.490	0.05	0.519	0.33

The results of the analysis confirm that the permitted junction design is predicted to operate within capacity on all approaches in both the AM and PM peak hours of the 2016 Do Minimum Scenario. The maximum queue of approximately 2 vehicles is predicted to occur in the AM peak hour at the Colindale Avenue (east) ahead approach.

*Do Something*

A Do Something assessment has been carried out for both the development based on the proposed 240 residential units for this application, combined with College Land Option A. The same assessment has been carried out for the application combined with College Land Option B. The results are shown in the tables below.

Do Something Development plus Option A - site access junction operational assessment

Approach	AM (0800-0900)		PM (1700-1800)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Site Access left to Colindale Avenue (east)	0.307	0.44	0.217	0.27
Site Access right to Colindale Avenue (west)	0.613	1.51	0.223	0.28
Colindale Avenue (east) ahead	0.477	1.77	0.462	1.50
Colindale Avenue (east) right to site access	0.479	0.03	0.521	0.33

Do Something Development plus Option B - site access junction operational assessment

Approach	AM (0800-0900)		PM (1700-1800)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Site Access left to Colindale Avenue (east)	0.317	0.46	0.193	0.24
Site Access right to Colindale Avenue (west)	0.617	1.54	0.199	0.24
Colindale Avenue (east) ahead	0.469	1.74	0.459	1.48
Colindale Avenue (east) right to site access	0.471	0.02	0.516	0.32

The results of the analysis confirm that the junction is predicted to operate within capacity in both the AM and PM peak hour of the 2016 Do Something (Option A) scenario. The largest RFC of 0.613 is predicted to occur in the AM peak hour, at the site access right turn onto Colindale Avenue. This has an associated queue of approximately 2 vehicles.

The results also confirm that the junction is predicted to operate within capacity on all arms for the Do Something (Option B) scenario. The largest queue of approximately 2 vehicles is predicted to occur on the Colindale Avenue (east) ahead approach in the AM peak hour.

### *Transport Assessment Conclusion*

As presented above, it has been calculated that the development proposals when combined with both College scenarios, would lead to an overall reduction in vehicular trips from the site when compared to the consented Colindale Hospital development which included a large 17,000sqm college facility. The associated analysis has confirmed that the junction of the site access road with Colindale Avenue is suitable to cater for the proposed development, irrespective of which College option is delivered.

#### Car Parking

The proposed development will provide a total of 169 car parking spaces for the proposed 240 residential units, at a ratio of 0.7 parking spaces per dwelling. This is the same level of car parking that was approved in the main Colindale Hospital development. The majority of the spaces will be located at grade beneath the podia levels of the three main blocks of flats.

The proposed level of parking accords with the London Plan (2011) parking standards of 1 space per unit to less than 1 space per unit for 1 to 2 bedroom flats where developments are in areas of good public transport accessibility. The parking provision is also in line with Policy 3.5 of the adopted Colindale AAP which advises that parking provision of 0.7 spaces per unit will be encouraged on sites within close proximity to the public transport interchange, neighbourhood centre and high frequency bus routes.

This level of car parking will be supported by a Travel Plan for the development which will include tangible incentives for future residents to encourage use of other modes of travel. The incentives will be comparable to the Travel Plan agreed for the main Colindale Hospital development. Travel Plan measures are discussed in the section below.

The car parking within the development on the non-adopted roads and car parks will be controlled through a Car Parking Management Plan which will be secured by condition.

The London Plan states that “adequate parking spaces for disabled people must be provided, preferably on site”. The proposals include the provision of 5% disabled car parking based on the total car parking provision for the development. This also reflects the level of disabled car parking provided in the main Colindale Hospital development.

A contribution of £15,000 was secured through the S106 agreement for the main Colindale Hospital development to enable the Council to carry out a review of the Controlled Parking Zone (CPZ) in the area. A further £30,000 was also be secured to towards implementing an extension to the CPZ.

It is considered that, given the proximity of the site to Colindale Underground Station and bus services on Colindale Avenue, and in view of the Travel Plan initiatives that will be secured for the scheme to encourage the use of other means of transport to the car, and the existing and proposed extension to the CPZ in the local area, the proposed car parking provision of 70% is sufficient.

#### Cycle Parking

Table 6.3 of the London Plan (2011) sets out that for residential developments, a ratio of 1 cycle space per 1 or 2 bedroom unit should be provided, with 2 spaces being provided for properties with 3 or more bedrooms.

The application proposes 100% cycle parking for the development. Each residential unit will have access to one secure and covered cycle parking space located predominantly beneath the podium courtyards. This level of cycle parking is considered to be acceptable.

### Car Club

Colindale AAP Policy 3.6 advises that developers should also consider car sharing schemes and car clubs. A Car Club is a scheme that provides its members with quick and easy access to a car for short term hire. Members can make use of car club vehicles as and when they need them. This scheme is aimed at reducing the need for individuals to own a car.

A car club is being provided in connection with the main Colindale Hospital development. The car club services will be run by Streetcar. A total of 5 car club vehicles will be provided for use at the site (being introduced on a phased basis), with a further vehicle being provided at the Brent Works development on the opposite side of Colindale Avenue. Electric charge points will be provided for use by the Car Club vehicles, which are anticipated to include hybrid vehicles.

The use of the car club will be extended to residents associated with the development proposed by this application and further vehicles may be provided, subject to demand.

### Travel Plan

Policy M3 – Travel Plans: States that the Council will require the developer to develop, implement and maintain a satisfactory Travel Plan to minimise any increase in road traffic and encourage the use of transport modes other than the car.

A draft Travel Plan has been submitted which is consistent with the objectives and measures agreed for the existing Travel Plan for the main Colindale Hospital development.

TfL guidance on Travel Planning has been updated since the Travel Plan for the main development was prepared. The applicant has held scoping discussions with TfL. An updated Residential Travel Plan has therefore been prepared for the proposed development which includes a series of planning obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential units. The Travel Plan measures are as follows:

#### *Car Club*

The existing car club should be extended into the proposed development and 1 dedicated car club parking space is required within the proposed development.

#### *Travel Vouchers*

The first occupiers of each residential unit will be given a voucher to the value of £150 (up to a maximum cost of £36,000) which allows the occupier to either purchase up to 2 years membership to the Car Club with the remaining value as an Oyster Card travel pass, or the full value of £150 shall be provided as an Oyster Card travel pass. This approach will encourage people who move to the development to consider alternative modes of travel.

### *Travel Plan Monitoring*

Payment of a financial contribution of £10,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the travel plan that will be submitted for the development.

### *Cycle Maintenance Workshop*

Provision for five years of a bi-monthly workshop for the servicing and maintenance of bicycles, at a cost of £2,260 to the Applicant, in order to encourage occupiers to cycle more regularly.

## **3.15 Section 106 Planning Obligations**

Colindale AAP Policy 8.3 states that the “Council will seek to ensure, through the use of conditions and/or planning obligations, that new development provides for the planning benefits which are necessary to support and serve proposed new development in Colindale. The pooling of contributions for necessary transport and community infrastructure will be required having regard to the relative priorities for planning obligations for each Corridor of Change. Where necessary the Council will require an open book approach from developers when discussing and negotiating planning obligations and development viability with the Council.”

There are a number of s106 priorities which apply across the whole of the Colindale area in accordance with Barnet’s local planning policy and the policies contained within the London Plan. Such priorities include contributions to transport improvement, affordable housing, education and health. In addition to these, there are specific priorities for each Corridor of Change. Appendix 1 of the AAP contains a Schedule of Infrastructure Delivery which sets out the various items of infrastructure identified in the plan and how they are envisaged to be delivered.

In accordance with the above policies, the following obligations are required to be secured through a Section 106 legal agreement with the developer:

### *Affordable Housing*

The application is required to provide 46 affordable housing units on the site as follows:

i) Affordable Rented Accommodation:

- 9 x 1 bed, 2 person flats
- 7 x 2 bed, 3 person flats
- 11 x 2 bed, 4 person flats
- 4 x 3 bed, 4 person maisonettes
- 12 x 3 bed, 5 person flats

ii) Shared Ownership Accommodation:

- 2 x 2 bed, 3 person flats
- 1 x 3 bed, 5 person flat

### *Affordable Housing Viability Review*

In addition to the provision of the above affordable housing units on site, a review mechanism is recommended to be included in the s106 agreement to review of the viability of the proposed development closer to the point of implementation. This would involve the submission of a fresh appraisal of the viability of the development prior to implementation to assess whether there has been any uplift in residential values and any other changes to the viability toolkit variables. This would then be evaluated to ascertain the extent of any additional financial contribution towards affordable housing.

### *Education*

Since the preparation of the AAP there has been an unprecedented demand for primary school places in the borough. This pressure has been most felt in the west of the borough, particularly in Colindale and Burt Oak where there is an immediate demand from rising births and inward migration as well as housing growth. Whilst permanent expansions of some schools will help to reduce the shortfall, current projections show that by 2018 at least a further 3FE will be required to meet demand from the regeneration. Projections indicate that demand will continue to rise, with up to 5FE required by 2020.

The need to deliver a new primary school in the Colindale area is therefore a key priority for the Council. The cost of building a 2FE primary school is £9million. This equates to a cost of £23,809 per pre-school and primary school pupil. A cost of £20,685 per secondary school pupil is also needed.

Based on the child yield for the proposed residential accommodation and taking into account the existing accommodation provided at Birch Court and Willow Court, a contribution of **£1,316,573** Index Linked is required towards education provision in the Colindale AAP area.

### *Health*

Using the Healthy Urban Development Unit (HUDU) model, the development is required to pay a contribution of **£212,179** Index Linked towards capital costs of health provision in the area.

### *Vacation of Elysian House*

In accordance with London Plan policy 3.17, information is required to be submitted by the relevant health care provider prior to the redevelopment of the site of Elysian House satisfactorily demonstrating that the accommodation is no longer required in relation to the relevant wider health care strategy for the borough or that alternative accommodation is to be provided;

### *Highways and Transport Infrastructure*

The Colindale AAP includes a Schedule of Infrastructure Delivery which sets out the infrastructure required to support the planning development in Colindale.

Since the adoption of the AAP the Council has prepared costings specific highways and transport infrastructure within Colindale including the design feasibility costs for individual junction improvements, the cost for step free access at Colindale Tube Station based on a feasibility report prepared by TfL and the costs for improvements to Colindale Avenue to create the new neighbourhood high street for Colindale. The combined cost of this infrastructure has been netted out across the remaining number of units to be delivered in Colindale. This equates to a required contribution of £3,500 per unit.

A contribution of **£840,000** Index linked is required from the development towards highways and transport infrastructure in Colindale.

### *Travel Plan*

The applicant shall enter into a Travel Plan that seeks to reduce reliance on the use of the private car and to ensure the sustainability of the development. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential units as follows:



- (i) Provision of 1 Car Club parking spaces within the development.
- (ii) Upon acquiring a residential unit the occupier will be given a voucher to the value of £150 per dwelling up to a maximum cost of **£36,000** to the applicant. The voucher shall either allow the occupier to purchase up to 2 years membership to the Car Club with the remaining value as an Oyster Card travel pass, or the full value of £150 shall be provided as an Oyster Card travel pass;
- (iii) Upon acquiring a residential unit the occupier will be given a cycle voucher to the value of £50 per dwelling up to a maximum cost of £12,000 to the applicant;
- (iv) Provision for five years of a bi-monthly workshop for the servicing and maintenance of bicycles, at a cost of **£2,260** to the Applicant, in order to encourage occupiers to cycle more regularly;
- (v) Payment of a financial contribution of **£10,000** to the Council towards its costs in promoting monitoring the travel plan that will be submitted for the development.

#### *Montrose Park pedestrian link*

The main planning consent for Colindale Hospital includes the provision of £80,000 to deliver a new pedestrian/cycle link via a bridge and entrance into the south eastern boundary of Montrose Park from the development ('Montrose Park Access Works'). A further contribution of £25,000 Index Linked is required towards these works create an enhanced bridge and link.

Total Value of S106 Contributions: **£2,454,012**

#### *Monitoring of the Section 106 Agreement*

The delivery of the planning obligation from the negotiations stage to implementation can take considerable time and resources. As the Council is party to a large number of planning obligations, significant resources to project manage and implement schemes funded by planning obligation agreements are required. The Council therefore requires the payment of **£20,000** towards the costs of undertaking the work relating to securing the planning obligations in line with the adopted Supplementary Planning Document (SPD) for Planning Obligations (2007).

## **4. EQUALITIES AND DIVERSITY ISSUES**

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

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

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

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;

- race;
- religion or belief;
- sex;
- sexual orientation.

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

The application site includes the Elysian House nursing home site which is owned by the Barnet, Enfield and Haringey Mental Health Trust. This land has been included within the application site with the support of the Mental Health Trust to ensure that there is a comprehensive masterplan for the wider site to ensure that the layout and massing of buildings are complementary and will link in to the overall Colindale Hospital development. The Elysian House land is not owned by Fairview New Homes and will not be developed with the remainder of the application. The land is in the ownership of the BHMHT who have no current plans to vacate the building or to develop the site. There will not therefore be any imminent loss of residential care accommodation and it will only become available for development when the Trust determine that the site is either no longer required to meet their healthcare obligations, or when alternative accommodation is provided.

The proposed development will contribute to and compliment the redevelopment of the former Colindale Hospital site to provide a new neighbourhood within this part of Colindale in a location easily accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site. The development includes the provision of 21% affordable housing by habitable room.

All of the new housing in the development will be built to 'Lifetime Homes' standards. The development includes two dedicated wheelchair flats (one 2 bed and one 3 bed). The development will provide 5% disabled car parking spread across the cars parks within the scheme.

The needs of disabled people are catered in terms of footways, pedestrian crossings and accessible public transport, in order to encourage sustainable travel and reduce car dependency. The proposals are in accordance with national, regional and local policy by establishing high quality inclusive design, providing an environment which is accessible to all and which can be maintained over the lifetime of the development.

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 application seeks permission to construct 240 new flats within three separate blocks ranging from four to seven storeys in height. The scheme is part of the wider redevelopment of the former Colindale Hospital site by Fairview New Homes which is a key development site within the Colindale Area Action Plan.

The proposed residential development is considered to be consistent with the objectives of national planning guidance in that:

- (a) the scheme involves the redevelopment of a highly accessible brownfield site within an urban area (PPS1 and PPS3);
- (b) the proposals form part of the wider development of the former Colindale Hospital site to provide a mixed-use scheme combining residential, commercial and community uses assisting in the urban regeneration of the area that would create a lively and vibrant place (PPS 1 and PPS3);
- (c) the proposals would provide an attractive place in which to live and work as well as creating a development pattern that would minimise the need to travel by the private car (PPS1 and PPG13);
- (d) the proposals include a high quality development that provides a mixture of dwelling sizes, including affordable housing, appropriate infrastructure and services, a high standard of urban design, access to public open space, green space and ready access to public transport (PPS1, PPS3, and PPS13);
- (e) the proposals would provide a high quality, sustainable development that would take full account of all environmental considerations including carbon emissions, pollution, noise and flooding (PPS22, PPS23, PPG24 and PPS25).

The NHS Blood and Transplant service have confirmed that they do not require the expansion site previously earmarked for the expansion of their existing facility. The principle of residential redevelopment of the NHSBT expansion plot has been assessed and is considered to be acceptable. The location of the NHSBT expansion land at the rear of a housing development with no public visibility means that it is not considered to be an appropriate location for other alternative employment uses and is not identified for other uses in the Colindale AAP.

The application includes the site of Elysian House which is currently owned by the Barnet, Haringey and Enfield Mental Health Trust for short term recovery care. Elysian House is identified as part of the wider Colindale Hospital site in the Colindale AAP and has been included to ensure that a comprehensive development for the whole Colindale Hospital site can be delivered. Whilst the Trust have no immediate plans to vacate the site, the principle of redevelopment of this part of the site has been assessed. There are no UDP policies which seek to protect or retain special needs housing. Given the Colindale AAP policy context for residential development on the site, the proposed development of Elysian House as part of the wider masterplan for the Colindale Hospital development is considered acceptable.

The proposal would maximise the use of a previously developed site by providing 240 residential units within the Colindale AAP growth area contributing towards meeting Barnet's and London's housing needs.

The development represents a density of 135 dwellings per hectare which is within the London Plan density range for an 'Urban' site with a PTAL rating of 3 and is below the density level specified in the Colindale AAP.

A mix of unit sizes are proposed including 57 three bed flats and maisonettes which is 24% of the total by unit number (32% by habitable rooms), together with 27% one bed and 48% two bed homes. All of the flats will meet or exceed the London Plan internal space standards. The development achieves a Building for Life Score of 18.5 out of 20. All of the units will meet Lifetime Homes and two dedicated wheelchair flats will be provided.

46 flats will be provided as affordable homes which equates to 19% by number of homes and 21% by habitable rooms. Almost all of the affordable units (94%) will be provided for affordable rent. The level of affordable housing reflects the significant package of Section 106 contributions being provided for transport, education and health and has been tested through a Viability Toolkit assessment.

The layout of the blocks, new streets and spaces seamlessly integrate with the masterplan for the main Colindale Hospital development. The development has been carefully considered as an extension to the existing approved development. The buildings enclose new streets and a new square by providing active frontages with front doors and windows. The design of the buildings reflect the architectural style of the buildings already approved to provide quality contemporary architecture. The buildings are articulated with varying heights and stepped rooflines. The buildings will be finished in buff brick with elements of cladding. The internal courtyards will include areas of timber cladding.

The development includes podium courtyards to each block which provide communal gardens for the residents. Almost all flats have their own balcony or terrace. The larger 3 bed maisonettes all have their own garden area within the podium courtyards. In total the development will provide 7,590sqm of private and private communal amenity space which is nearly twice the UDP requirement. The application also proposes a new landscaped public square at the end of the main spine road from the main Colindale Hospital development and a new pedestrian/cycle link will be created into Montrose Park providing access to the play and recreation facilities for the development and the wider public.

This application will deliver a contribution of £840,000 towards delivering highway improvements and transport infrastructure identified in the Colindale AAP. These measures are considered adequate to mitigate the effect of the increased trip generation that will result from the proposed number of units on the site.

A total of 169 parking spaces is proposed which equates to 70% (0.7 spaces per unit). This reflects the sites accessible location close to Colindale Tube Station and interchange, and is supported by a Travel Plan which includes a package of travel incentives for membership of a car club and subsidised public transport travel. This level of car parking is consistent with the level approved for the main Colindale Hospital development and is consistent with the advice of PPG13, the London Plan parking standards and the parking policies contained emerging Colindale AAP.

The proposed development will provide energy efficient new homes and will achieve a carbon saving of 40% through efficient building design and connection to the Colindale Hospital Community Energy System which is powered by the Energy Centre which has been delivered in the main Colindale Hospital development. The Energy Centre will provide heating and hot water via a centralised energy centre distributing heat through an underground heating pipe network. This is in accordance with the London Plan energy hierarchy and policies for carbon reduction. All of the flats will be built to Code for Sustainable Homes Level 4 in accordance with the Colindale AAP policies.

The development will provide nearly £2.5million worth of section 106 contributions including £1.3million for education to help deliver new schools in the Colindale AAP area and £840,000 for transport infrastructure which will help deliver junction improvements to the Colindale/A5 (Edgware Road) junction.

All relevant policies contained within Planning Policy Statements and Supplementary Planning Documents, the Mayor's London (2011), the adopted Colindale AAP and the saved policies of the Barnet UDP (2006) have been fully considered and taken into account by the Local Planning Authority. For the reasons set out in this report, it is considered that the proposal represents an appropriate redevelopment of an identified development site within the Colindale/Burnt Oak Opportunity Area and will contribute to the continued regeneration in Colindale in accordance with the objectives and policies of the Colindale Area Action Plan. Accordingly, subject to the satisfactory completion of a Section 106 agreement and the conditions detailed in the recommendation, **APPROVAL** is recommended.

## APPENDIX 1 – Policy Audit

### London Plan – adopted 22 July 2011

Policy	Content	Comment
2.13: Opportunity Areas	<p>Development proposals should:</p> <ul style="list-style-type: none"> <li>i. Support the policy direction set out in Annexe 1.</li> <li>ii. Seek to optimise residential and non residential output and densities, provide necessary social and other infrastructure and, where appropriate, contain a mix of uses.</li> <li>iii. Contribute towards meeting or exceeding where appropriate, the minimum guidelines for housing and/or indicative estimates for employment capacity in Annexe 1.</li> <li>iv. Realise scope for intensification by improvements to public transport accessibility, making better use of existing infrastructure and promote inclusive access including cycling and walking.</li> </ul>	This application complies with this policy.
Annexe 1	<p>Identifies Colindale/Burnt Oak as an Opportunity Area – includes sites in Brent along the Edgware Road.</p> <p>Indicative employment capacity of 2,000. Minimum new homes – 12,500 by 2031 i.e 20 years.</p> <p>“an area comprising a range of sites with capacity mainly for residential led mixed use, which are at various stages in the development process..... Appropriate developer contributions are needed to deliver public transport improvements to support the proposed intensification of residential use”.</p>	Continues to recognise Colindale as an Opportunity area with a larger boundary but also an increase in the minimum number of new homes.
3.3: Increasing Housing supply	<p>Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target.</p> <p>For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.</p>	The proposal will make a significant contribution towards strategic housing targets.
3.4: Optimising housing potential	<p>Development should optimise housing output for different types of location within the relevant density range. However these should not be applied mechanically as other factors relevant to optimising potential such as local context, design, transport capacity and social infrastructure are also important.</p>	The proposed density for the Montrose Park sites is 135dph which is within the density range for an Urban site with a PTAL of 3. The density of the site is considered to be optimised in compliance with the policy.
3.5: Quality and design of housing	<ul style="list-style-type: none"> <li>i. Developments should be of the highest</li> </ul>	The design of the proposed development compliments the architectural style of the

developments	<p>quality internally and externally</p> <ul style="list-style-type: none"> <li>ii. Developments should enhance the quality of local places</li> <li>iii. New development should reflect the minimum space standards which are set out in an accompanying table</li> <li>iv. New dwellings should have adequately sized rooms and convenient and efficient layouts</li> </ul>	approved development. The proposed units will meet or exceed the minimum space standards set out in Table 3.3. The application fully complies with this policy.
3.6: Play and informal recreation facilities	Housing developments should make provision for play and informal recreation based on expected child population generated in accordance with the Mayor's SPG "Providing for Children and Young People's Play and Informal Recreation."	Significant areas of play and informal recreation were included within the main Colindale Hospital development. Further provision is included within the current proposal. The application will also deliver a new link into Montrose Park. The application is considered to meet the requirements of the policy.
3.8: Housing Choice	<ul style="list-style-type: none"> <li>i. New developments should offer a range of housing sizes and types</li> <li>ii. All new housing should be built to Lifetime Homes standard</li> <li>iii. 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users</li> </ul>	<p>i) The proposed mix of units includes 57 three bed flats and maisonettes which is 24% of the total by unit number (32% by habitable rooms), together with 27% one bed and 48% two bed homes. The mix is considered to be acceptable and will provide a range of housing sizes in accordance with this policy.</p> <p>ii) All of the units will meet Lifetime Homes.</p> <p>iii) The application will provide 2 dedicated wheelchair flats which reflects the demand in Barnet.</p>
3.9: Mixed communities	Communities mixed and balanced by tenure should be promoted across London which foster social diversity, redress social exclusion and strengthen communities' sense of responsibility for, and identify with, their neighbourhoods.	The application provides a range of housing sizes and 21% affordable housing by habitable room. The application is considered to be in line with the requirements of the policy.
3.11: Affordable housing targets	<ul style="list-style-type: none"> <li>i. Boroughs should seek to maximise affordable housing provision from developments to ensure an average of at least 13,200 more affordable homes per year in London over the plan period.</li> <li>ii. 60% should be for social rent, 40% for intermediate rent or sale</li> <li>iii. Priority should be accorded to provision of affordable family housing</li> <li>iv. Boroughs should set an overall target in LDF's for affordable housing (the Plan does not include a percentage target for boroughs)</li> </ul>	The application will provide 21% affordable housing by habitable room. This level reflects the significant level of s106 contributions and is justified by a viability assessment. 94% of the units will be for affordable rent in excess of the policy requirement and a significant number will be three bed family sized units. The application is considered to be acceptable in relation to this policy.
3.12: Negotiating affordable housing	The maximum reasonable amount of affordable housing should be sought for individual schemes. Negotiations should take account of their individual circumstances including viability, availability	The application will provide 21% affordable housing by habitable room. This level reflects the significant level of s106 contributions and is justified by a viability assessment. 94% of the units will

	of subsidy.	<p>be for affordable rent in excess of the policy requirement and a significant number will be three bed family sized units. The application is considered to be acceptable in relation to this policy.</p> <p>The level of affordable housing is considered to be justified in the context of the delivery of other key Colindale AAP infrastructure priorities.</p>
3.16: Social infrastructure	Boroughs should ensure that adequate social infrastructure provision is made to support new developments	Social infrastructure was included within the main Colindale Hospital development including a new community office which is being provided for the Wright Trust.
5.1: Climate change mitigation	The Mayor expects boroughs to contribute to his target of achieving an overall reduction in London CO2 emissions of 60% (below 1990 levels) by 2025	The development will deliver a carbon saving of 40% through efficient building design and connection to the Colindale Energy Centre and district heat and power network.
5.2: Minimising CO2 emissions	<p>i. Development proposals should make the fullest contribution to minimising carbon dioxide emissions.</p> <p>ii. The Mayor will seek to ensure that developments meet the following targets for CO2 emissions which are expressed as year improvements on 2010 Building Regulations:</p> <ul style="list-style-type: none"> <li>o 2010 - 2013 – 25% (Code for Sustainable Homes level 4),</li> <li>o 2013 – 2016 – 40%</li> </ul> <p>iii. Major development proposals should include a detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green)</p>	The development will deliver a carbon saving of 40% through efficient building design and connection to the district heat network which is powered by the Colindale Energy Centre which has been delivered as part of the main Colindale Hospital development.
5.5: Decentralised energy networks	The Mayor expects 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025	The development will connect to the district heat network which is powered by the Colindale Energy Centre which has been delivered as part of the main Colindale Hospital development. The application fully complies with this policy.
5.6: Decentralised energy	<p>Major development proposals should select energy systems in accordance with the following hierarchy:</p> <p>i. Connection to existing networks</p> <p>ii. Site wide CHP</p> <p>iii. Communal heating and cooling</p>	The development will connect to the district heat network which is powered by the Colindale Energy Centre which has been delivered as part of the main Colindale Hospital development. The application fully complies with this policy.
5.7: Renewable energy	Within the framework of the energy hierarchy, major development proposals should provide a reduction in expected CO2 emissions through the use of on-site renewable energy generation, where	The development will connect to the district heat network which is powered by the Colindale Energy Centre which has been delivered as part of the main Colindale Hospital development. The



	feasible	Energy Centre includes a Biomass boiler which provides energy from a renewable source. The application is considered to comply with this policy.
5.10: Urban greening	The Mayor will promote and support new planting in the public realm, including streets, squares and plazas	The proposals includes the provision of new streets and spaces that will be landscaped and planted with new trees.
5.11: Green roofs	Development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible	Green and brown roofs are included within the proposals.
5.12: Flood risk	Developments proposals must meet the requirements of PPS25	A Flood Risk Assessment has been submitted and agreed by the Environment Agency.
5.13: Sustainable Drainage	Developments should utilise SUDS unless there are practical reasons for not doing so and should aim to achieve greenfield run off rates and ensure that surface water run-off is managed as close to its source as possible	SUDS are proposed within the development as part of the overall drainage strategy agreed with the Environment Agency.
6.3: Assessing effects of development on transport capacity	Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed. Transport assessments will be required in accordance with TfL's Best Practice GuidanceA	A Transport Assessments has been submitted with the applications which have been prepared in consultation with Transport for London and the Council's Highways Officers and which takes into account the traffic modelling done for the Colindale Area Action Plan. The TA demonstrates that the development would not have a detrimental impact on transport capacity and the transport network.
6.9: Cycling	Development should provide secure and accessible cycle parking facilities in line with minimum standards which are 1 per 1 or 2 bed unit and 2 per 3 bed or more unit. (1 per 8 staff or students for Colleges)	The application provides 1 cycle parking space for every residential unit. This is considered to be sufficient.
6.12: Road network capacity	The Mayor supports the need for limited improvements to London's road network to address clearly identified significant strategic and local needs.	Significant S106 contribution is sought towards necessary improvements to the highway network identified in the Colindale AAP area.
6.13: Parking	Sets maximum parking standards as follows: <ul style="list-style-type: none"> <li>• 1-2 beds – less than 1 space per unit</li> <li>• 3 beds – 1 – 1.5 per unit</li> <li>• 4 or more beds - 1.5 – 2 per unit</li> </ul> In addition, developments must ensure that 20% of the spaces provide an electrical charging point.	The application provides 70% car parking provision (0.7 spaces per unit) which is the same level that has been provided in the main Colindale Hospital development and which is in accordance with the Colindale Area Action Plan. Electrical charging points will be included within the development. The car parking levels have been agreed with TfL and are considered to be compliant with this policy. 10% of the spaces will have active charging points and 10% will be passive.
7.2: Inclusive environment	The Mayor will require all new development to achieve the highest standards of	The Design and Access Statement sets out how the development addresses

	accessible and inclusive design. Design and access statements should explain how the principles of inclusive design have integrated into the proposed development.	inclusive design requirements.
7.4:Local character	Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings	The layout of the development relates to and compliments the layout of the main Colindale Hospital development ensuring a cohesive street and building pattern.
7.5: Public realm	Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscaping and street furniture should be of the highest quality.	The scheme provides new streets and spaces that are a continuation of the streets in the Main Colindale Hospital development and form part of the sequence of spaces through the site.
7.6: Architecture	Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape	The design of the buildings continues the architectural style of the Main Colindale Hospital development. Careful consideration has been given to the view of the development across Montrose Park.
7.7:Improving air quality	Development proposals should: <ul style="list-style-type: none"> <li>• Minimise increased exposure to existing poor air quality and make provision to address local problems of air quality particularly within AQMAs</li> <li>• Promote sustainable design and construction to reduce emissions in accordance with best practice</li> <li>• Be at least air quality neutral and not lead to further deterioration of existing poor air quality such as AQMAs</li> </ul>	The Air Quality Assessment demonstrates that, with appropriate mitigation, there would not be any detrimental impact on air quality during construction and subsequent occupation of the developments.
7.15:Reducing noise	Development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals	A Noise Impact Assessment has been submitted which demonstrates compliance with the appropriate standards.
7.19:Biodiversity and access to nature	Development proposals should wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity  Development proposals should give sites of borough and local importance for nature conservation the level of protection commensurate with their importance.	An Ecology Assessment has been submitted which demonstrates that the site has little ecological value. In compliance with Code for Sustainable Homes the development will provide improvements that will seek to enhance biodiversity on the site.
7.21:Trees and woodland	Existing trees of value should be retained and any losses should be replaced	A total of 23 trees and 4 groups are proposed to be removed. Of these 4 trees are recommended for removal for reasons of sound arboricultural management where the tree is dead or significantly in decay.

**London Borough of Barnet UDP – adopted 2006**

<b>Policy</b>	<b>Content</b>	<b>Comment</b>
M3	Travel Plans – For significant trip-generating developments the council will require the occupier to develop and maintain a Travel Plan	A draft Travel Plan has been submitted with the application.
M4 & M5	Pedestrians and Cyclists – Widening Opportunities The council will identify additional cycle routes in the location and design of new developments. Developers will be expected to encourage cycling through provision of new facilities	The scheme includes the provision of a new pedestrian/cycle link into Montrose Park.
M6	Public Transport – Use – Developments Should be located and designed to make use of public transport more attractive by providing improved access to existing facilities, and develop new routes and services	The development is less than 300m from Colindale Tube Station and bus routes on Colindale Avenue.
M13	Safe Access to New Development – The council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments	The scheme connects to the Spine Road through the Main Colindale Hospital development. The scheme fully complies with this policy.
M14	Parking Standards – The council will expect development to provide parking in accordance with the London Plan parking standards, except in the case of residential development, where the standards will be: <ul style="list-style-type: none"> <li>i. 2 to 1.5 spaces per unit for detached and semi-detached houses;</li> <li>ii. 1.5 to 1 spaces per unit for terraced houses and flats; and</li> <li>1.iii. 1 to less than 1 space per unit for development consisting mainly of flats.</li> </ul>	The application provides 70% car parking provision (0.7 spaces per unit) which is the same level that has been provided in the main Colindale Hospital development and which is in accordance with the Colindale Area Action Plan. The application complies with the standards in this policy.
H2	Housing	The proposal will make a significant contribution towards strategic housing targets.
H5	Affordable Housing – Should negotiate the maximum reasonable amount of affordable housing	The application will provide 21% affordable housing by habitable room. This level reflects the significant level of s106 contributions and is justified by a viability assessment. 94% of the units will be for affordable rent in excess of the policy requirement and a significant number will be three bed family sized units. The application is considered to be acceptable in relation to this policy.  The level of affordable housing is considered to be justified in the context of the delivery of other key Colindale AAP infrastructure priorities.
H16	Residential Development – Character.	The layout of the development relates to and compliments the layout of the

	<p>Integrate with existing patterns of development -</p> <ul style="list-style-type: none"> <li>• Be well laid out</li> <li>• Provide adequate daylight</li> <li>• Provide a safe and secure environment</li> <li>• Maintain privacy</li> <li>• Provide adequate amenity space.</li> </ul>	<p>main Colindale Hospital development ensuring a cohesive street and building pattern. The scheme provides new streets and spaces that are a continuation of the streets in the Main Colindale Hospital development.</p>
H17	Privacy Standards	The development complies with the privacy standards.
H18	Amenity Space Standards	In total the development will provide 7,590sqm of private and private communal amenity space which exceeds the policy requirement of 4129sqm for the number of habitable rooms within the development.
H20	Residential Development – Public Recreational Space – Housing Development should provide proportionate amounts of public recreational space.	Significant areas of play and informal recreation were included within the main Colindale Hospital development. Further provision is included within the current proposal. The application will also deliver a new link into Montrose Park.
H21	Residential Density – Will favourably consider higher densities in growth areas including Colindale provided they comply with Policy D1 and related to their surroundings.	The proposed density is 135dph which is within the density range for an Urban site with a PTAL of 3. The density of the site is considered to be appropriate for the accessible location close to Colindale Tube Station in the heart of the Colindale AAP area.

### Colindale Area Action Plan adopted 2 March 2010

3.1: Improving connectivity in Colindale	<p>Requires development within Colindale to increase connectivity and permeability. The policy identifies the need for strategic highway improvements which include:</p> <ol style="list-style-type: none"> <li>i. Montrose Avenue/A5 (Edgware Road) junction</li> <li>ii. Colindale Avenue/A5 (Edgware Road) junction</li> <li>iii. Removal of roundabout to enable a new junction at Colindale Avenue/Aerodrome Road/Grahame Park Way/Lanacre Avenue</li> </ol>	<p>A S106 contribution of £840,000 will be made towards delivering the improvements to the surrounding road network identified in this policy.</p>
3.2: Walking and Cycling	<p>Requires developments in Colindale to:</p> <ol style="list-style-type: none"> <li>i. create a high quality network of pedestrian and cycle routes</li> <li>ii. include cycle storage facilities will be provided in all new developments.</li> </ol>	<p>Cycle storage will be included within the development and a cycle and pedestrian link will be delivered to Montrose Park</p>

	<ul style="list-style-type: none"> <li>iii. segregate cycling and walking where practical.</li> <li>iv. give detailed consideration of conflict and safety issues where they need to run along shared routes</li> </ul>	
3.5: Parking	Advises that a lower provision of 0.7 spaces per unit will be encouraged on sites within close proximity to the public transport interchange, neighbourhood centre and high frequency bus routes. Non residential parking will be provided at levels consistent with Annex 4 of the London Plan.	The application provides 70% car parking provision (0.7 spaces per unit) which is the same level that has been provided in the main Colindale Hospital development. The application complies with this policy.
3.6: Travel plans and sustainable travel	Development proposals will require the submission of a travel plan and transport assessment. The Council will require developers to provide electric car recharging points in developments where practical and deliverable. Developers should also consider car sharing schemes and car clubs.	<p>A Transport Assessment and Travel Plan has been submitted for the application.</p> <p>10% active and 10% passive electric car recharging points will be provided.</p> <p>The development will connect to the car club which is being provided as part of the Main Colindale Hospital development.</p>
4.1: Colindale Avenue Corridor of change	<p>To achieve the vision for Colindale Avenue Corridor of Change, development will be expected to, among other things:</p> <ul style="list-style-type: none"> <li>i. Provide a sustainable mix of uses to create a new vibrant neighbourhood centre for Colindale, with a range of retail and commercial provision, education, health and other community uses;</li> <li>ii. Provide a sustainable and walkable neighbourhood centre including convenience food store provision of up to 2,500sqm supported by a range of associated shops and services to meet local needs;</li> <li>iii. Improve the quality of and access to Montrose Park</li> <li>iv. Provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha;</li> <li>v. Support the relocation of Barnet College to a new purpose built building close to Colindale Station;</li> </ul>	<ul style="list-style-type: none"> <li>i. Together with the Main Colindale Hospital development the overall development of the Former Hospital site delivers a high quality mixed use neighbourhood</li> <li>ii. Shops and services will be provided around the public piazza as part of the Main Colindale Hospital and Aparthotel developments previously approved. The proposed development is within easy walking distance of these facilities</li> <li>iii. A new pedestrian/cycle link into Montrose Park will be provided as part of the development.</li> <li>iv. The proposed density of 135dph is within the density specified in the policy</li> <li>v. The relocation of Barnet College is dealt with by a separate applicaiton</li> </ul>
5.1: Urban Design	<p>Sets out a list of design principles of which the following are the most important:</p> <ul style="list-style-type: none"> <li>i. Colindale will have its own distinct identity;</li> <li>ii. Colindale will be easy to understand and navigate;</li> <li>iii. Colindale will have high quality, attractive and successful public</li> </ul>	The application is fully compliant with this policy and is demonstrated in the Design and Access Statement.

	<p>spaces and streets;</p> <p>iv. Colindale will be easy to get to and move through incorporating a high quality transport interchange;</p> <p>v. Colindale will be a sustainable place which minimises resource consumption.</p>	
5.2: Building for life and lifetime homes	Developments within Colindale will achieve a Building for Life score of 16 or above, meet Lifetime Homes Standards and 10% of new housing will be designed to wheelchair accessible standards.	The development achieves a Building for Life Score of 18.5 and will meet Lifetime Homes standards. 2 dedicated wheelchair units are provided.
5.3: Building heights	Taller buildings (in excess of 6 storeys) will only be located in the most sustainable locations which benefit from good access to public transport facilities and shops and services.	The height of the buildings are lower than the buildings in the Main Colindale Hospital development and range between 4 and 7 storeys. The site is considered to be a sustainable location as defined in the policy. The scale and height of the buildings are appropriate.
5.5: Open space and biodiversity	<p>Development in Colindale will incorporate the following proposals to create a high quality sustainable and attractive environment:</p> <p>i. Significant improvements to Montrose Park</p> <p>ii. New open space piazzas and areas of high quality hard landscaping along Colindale Avenue;</p> <p>iii. Protection and enhancement of biodiversity in Colindale and the creation of new habitats;</p> <p>iv. Retain existing mature trees wherever possible and practical, particularly those included in Tree Preservation Orders, and offset losses where tree retention is not</p>	<p>i. The application will deliver a new cycle and pedestrian access link into Montrose Park</p> <p>ii. The new Colindale Piazza next to Colindale Tube Station has been provided through the Main Colindale Hospital development</p> <p>iii. The scheme will include the provision of green and brown roofs and other features that will enhance biodiversity</p> <p>iv. Trees are retained along the boundary with Montrose Park. A total of 23 trees and 4 groups are required to be removed in order to facilitate the development. This will be mitigated by new tree planting.</p>
5.6: Children's play space and young people's facilities	Developers will be required to make provision for children's play space and young people's recreation facilities based on an assessment of needs generated by the proposed development	Significant areas of play and informal recreation were included within the main Colindale Hospital development. Further provision is included within the current proposal. The application will also deliver a new link into Montrose Park to allow access to the play and recreation facilities it contains.
6.1: Energy hierarchy	Development in Colindale will make the fullest contribution to the mitigation of, and adaptation to, climate change and to minimise emissions of carbon dioxide and reduce consumption of natural resources in accordance with the requirements of the London Plan and the SPD on Sustainable Design and Construction	The development will deliver a carbon saving of 40% through efficient building design and connection to the district heat network which is powered by the Colindale Energy Centre which has been delivered as part of the main Colindale Hospital development.

6.2:CHP and district heating system	Development will be required to link in to, and support, a Colindale-wide CHP and district heating system with a central energy centre, likely to be located on the Peel Centre West site.	The development will connect to the district heat network which is powered by the Colindale Energy Centre which has been delivered as part of the main Colindale Hospital development.
6.3:Creating sustainable buildings	Residential development will achieve a minimum of Level 4 as set out in the Code for Sustainable Homes, subject to a viability assessment. Commercial and community buildings will be required to achieve a BREEAM Excellent rating.	Compliant. Code 4 achieved.
6.4: Flood risk	Requirements of PPS25 should be met	Compliant. Flood Risk Assessment submitted and agreed with Environment Agency.
6.5:Surface water run off	All development will have regard to the drainage hierarchy of the London Plan. Developments will incorporate Sustainable Drainage Systems (SUDS) to manage surface water run-off.	Compliant - SUDS will be incorporated.
6.6:Waste management	Suitable waste and recycling storage facilities will be provided in all new, mixed-use developments.	Compliant - facilities provided.
7.1 Housing in Colindale	A mix of housing types will be provided in general conformity with the London Plan and the London Borough of Barnet's LDF Core Strategy.	The proposed mix of units includes 57 three bed flats and maisonettes which is 24% of the total by unit number (32% by habitable rooms), together with 27% one bed and 48% two bed homes. The mix is considered to be acceptable and will provide a range of housing sizes in accordance with this policy
7.2 Affordable housing	The Council has a borough-wide target of 50% affordable housing, in line with the London Plan. The maximum amount of affordable housing will be sought having regard to this target and to a viability assessment. Affordable units should be distributed throughout the site and be well integrated into all new development. The Council will negotiate the ratio of social rented/intermediate housing on a site by site basis having regard to the Council's SPD, Housing Strategy, and the London Plan.	The application will provide 21% affordable housing by habitable room. This level reflects the significant level of s106 contributions and is justified by a viability assessment. 94% of the units will be for affordable rent in excess of the policy requirement and a significant number will be three bed family sized units. The application is considered to be acceptable in relation to this policy.
7.3 Health in Colindale	New health facilities will be provided in the Colindale Avenue Corridor of Change in discussion with LBB and NHS Barnet.	A s106 financial contribution will be secured.
7.6 Learning in Colindale	Development will deliver at least 4 new forms of entry in primary schools within Colindale, either through new schools or expansion/relocation of existing schools. The Barnet College site (subject to the College relocating) and Peel Centre East site are identified to each provide a 2 form entry primary school (420 pupils per school). Developers will be required to meet the costs associated with meeting the additional need	A financial contribution of £1,316,573 will be secured towards delivering new schools in Colindale.

	for nursery and school places in line with the Council's Contribution to Education SPD.	
--	---	--

**Core Strategy – Publication Stage May 2011**

<p>CS1: Barnet's Place Shaping Strategy</p>	<p>Concentrate and consolidate housing and economic growth in well located areas that provide opportunities for development, creating a quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them.</p> <p>New development should fund new infrastructure through S106 and other funding mechanisms.</p> <p>The policy promotes the Colindale regeneration area to provide 8,100 new homes by 2026</p>	<p>The proposals will make a significant contribution to the additional homes identified for Colindale and the application will provide a significant 106 contribution towards infrastructure.</p>
<p>CS3: Distribution of growth in meeting housing aspirations</p>	<p>On the basis of the Three Strands Approach, 28,000 new homes will be provided during the lifetime of the Core Strategy 2011/12 to 2025/26</p> <p>Housing will be provided in Colindale in the following 5 year phases:</p> <p>2011/12 to 2015/16 – 4,500 homes 2016/17 to 2020/21 – 3,320 homes 2021/22 to 2025/26 – 300 homes</p>	<p>The proposals will help meet these housing targets.</p>
<p>CS4: Providing quality homes and housing choice</p>	<p>We will aim to create successful communities by seeking to ensure: (A summary list)</p> <p>All new homes to be built Lifetime Homes Standards</p> <p>A range of dwelling sizes and types</p> <p>A variety of housing related support options</p> <p>A minimum of 5,500 new affordable homes by 2025/6 with a borough wide target of 30%</p> <p>A mix of 60% social rented and 40% intermediate affordable housing</p>	<p>The scheme will meet Lifetime Homes standards. A mix of unit sizes are proposed including 57 three bed flats and maisonettes which is 24% of the total by unit number (32% by habitable rooms), together with 27% one bed and 48% two bed homes. The application will provide 21% affordable housing by habitable room which is justified through viability. 94% of the affordable units will be affordable rented.</p>
<p>CS5: Protecting and enhancing Barnet's character</p>	<p>Seeks to ensure that development respects local context and distinctive local character creating places and buildings of high quality design.</p> <p>The policy acknowledges that tall buildings (8 storeys or more) will only be considered in a limited number of places including the Colindale Avenue Corridor of Change</p>	<p>Compliance demonstrated in the Design and Access Statement.</p> <p>No buildings are proposed over 8 storeys but in any case the site is within a location where tall buildings are acceptable.</p>
<p>CS9: Providing safe, effective and efficient travel</p>	<p>Promotes the delivery of appropriate transport infrastructure in order to support growth. New development should fund infrastructure that enables Barnet to keep the existing traffic moving and cope with new movements by all modes of transport.</p>	<p>Funding will be provided for necessary improvements to the Colindale Avenue/A5 junction and public transport initiatives.</p>



<p>CS13: Efficient use of natural resources</p>	<p>The policy seeks to minimise Barnet's contribution to climate change by:</p> <p>promoting highest environmental standards through the SPDs on Sustainable Design and Construction and Green Infrastructure</p> <p>expecting all development to be energy efficient</p> <p>reducing CO2 emissions by at least 20% through on site energy generation in line with the London Plan</p> <p>maximising opportunities for implementing new district wide networks supplied by decentralised energy (including renewable generation)</p> <p>requiring developments to utilise SUDS</p> <p>Improve air and noise quality</p>	<p>The development will deliver a carbon saving of 40% through efficient building design and connection to the district heat network which is powered by the Colindale Energy Centre which has been delivered as part of the main Colindale Hospital development.</p>
---	---	---

**Development Management Policies Development Plan Document – Submission draft published May 2011**

<p>DM01:Protecting character and amenity</p>	<p>The policy lists a number of issues that will be taken into account in the consideration of applications</p>	<p>Covered in the DAS.</p>
<p>DM02:development standards</p>	<p>Advises that development should comply with a series of national and London wide standards referring to By Design, Code for Sustainable Homes, Lifetime Homes, Secured by Design and the London Plan</p>	<p>Compliant.</p> <p>The scheme will meet Lifetime Homes standards. The scheme is designed to Code Level 4. The developers are working with the Secure By Design Advisor to meet Secure By Design.</p>
<p>DM03: Accessibility and inclusive design</p>	<p>Requires development proposals to meet the highest standards of accessible and inclusive design</p>	<p>Compliance demonstrated in the DAS.</p>
<p>DM04: Environmental considerations</p>	<p>The policy requires that all major development will be required to demonstrate through an Energy Statement compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the Mayor's energy hierarchy. Also refers to the need for air quality and noise assessments</p>	<p>The development will deliver a carbon saving of 40% through efficient building design and connection to the district heat network which is powered by the Colindale Energy Centre which has been delivered as part of the main Colindale Hospital development.</p>
<p>DM05:Tall buildings</p>	<p>Tall buildings outside the strategic locations identified in the Core Strategy will not be acceptable</p>	<p>The proposed buildings are below 8 storeys, however the site is located within a strategic location where tall buildings are acceptable.</p>
<p>DM08: Ensuring a variety of sizes of new homes to meet housing need</p>	<p>Requires development to provide where appropriate a mix of dwelling types and sizes in order to provide choice for a growing and diverse population for all households in the borough. It lists the dwelling size priorities as follows:</p>	<p>A mix of unit sizes are proposed including 57 three bed flats and maisonettes which is 24% of the total by unit number (32% by habitable rooms), together with 27% one bed and 48% two bed homes. The application will provide</p>

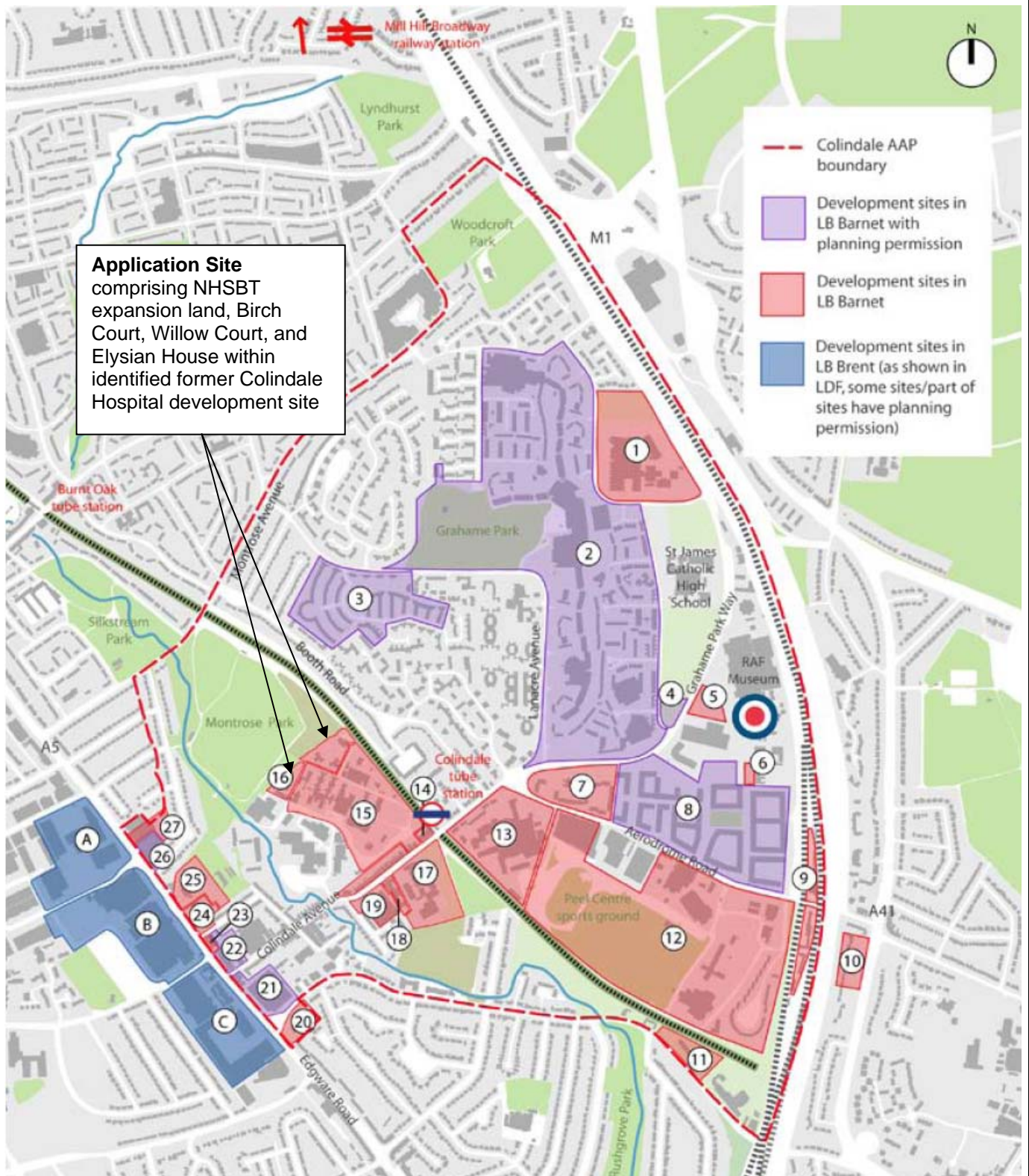
	<p>i. For social rented housing – homes with 3 bedrooms are the highest priority</p> <p>ii. For intermediate affordable housing – homes with 3/4 bedrooms are the highest priority</p> <p>iii. For market housing – homes with 4 bedrooms</p>	<p>21% affordable housing by habitable room which is justified through viability. 94% of the affordable units will be affordable rented.</p>
DM10: Affordable housing contributions	<p>Confirms that all new development providing 10 or more units will be required to achieve on-site, subject to viability, a minimum of 30% affordable housing</p>	<p>The application will provide 21% affordable housing by habitable room which reflects the significant package of S106 contributions being made by the development. The level of affordable housing is justified through viability.</p>
DM16: Biodiversity	<p>Advises that when considering development proposals the Council will, where appropriate, seek the retention and enhancement, or the creation of biodiversity</p>	<p>An Ecology Assessment has been submitted in support of the applications which demonstrates that they are of low ecological value.</p>
DM17: Travel impact and parking standards	<p>The Council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the standards will be:</p> <p>i. 2 or more spaces per unit for detached and semi detached houses (4 or more bedrooms)</p> <p>ii. 1 or more spaces per unit for terraced houses and flats (1 to 3 bedrooms)</p> <p>The policy also states however that planning permission will be granted for development which proposes limited or no parking in certain circumstances. One such circumstance includes locations with excellent public transport accessibility such as a major public transport interchange</p>	<p>The application provides 70% car parking provision (0.7 spaces per unit) which is the same level that has been provided in the main Colindale Hospital development and which is in accordance with the Colindale Area Action Plan.</p>

**APPENDIX 2 – Application site in context of approved Colindale Hospital development**

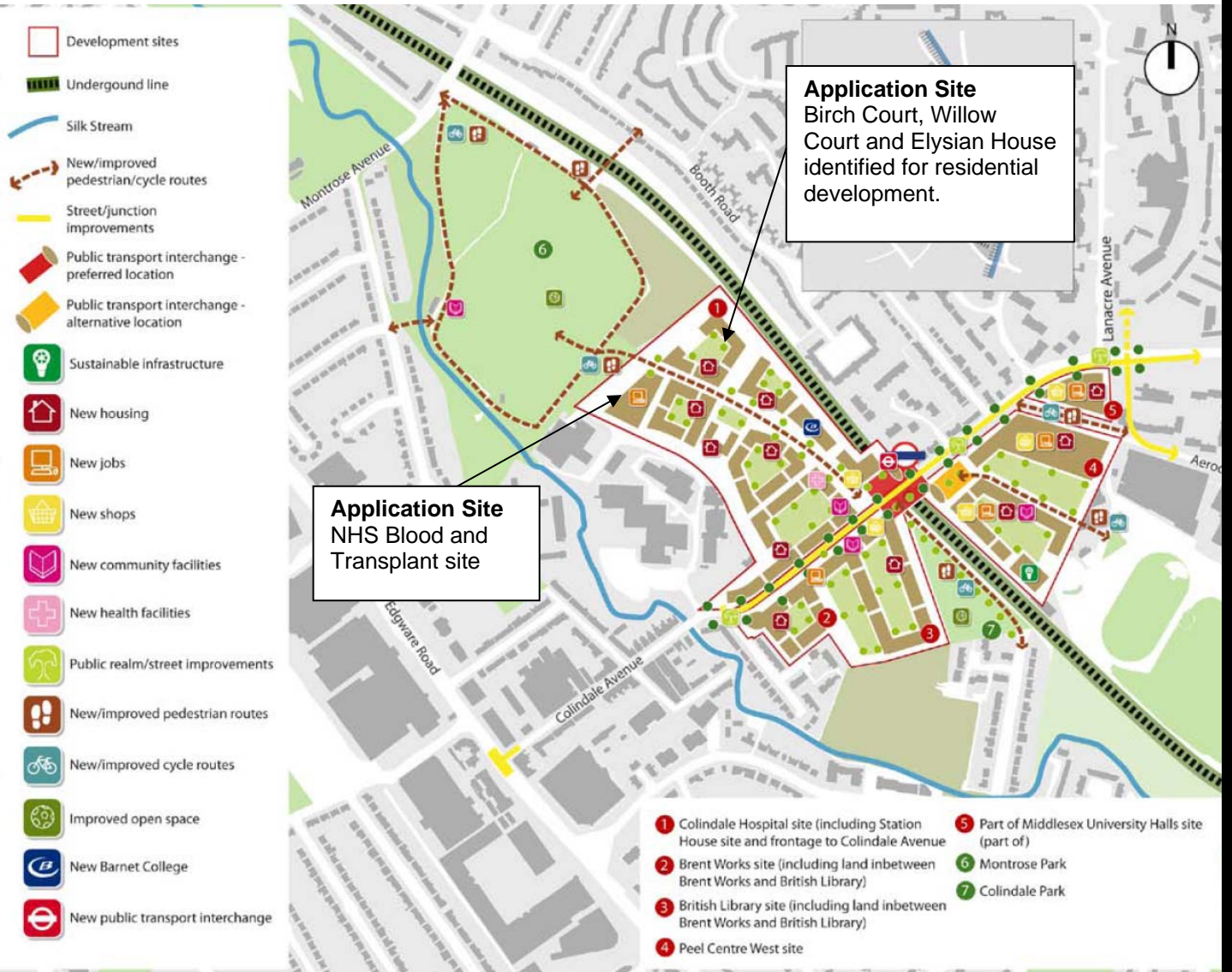


# APPENDIX 3 – Colindale Area Action Plan Extracts

CAAP Fig.1.6 - Development sites within the Colindale AAP

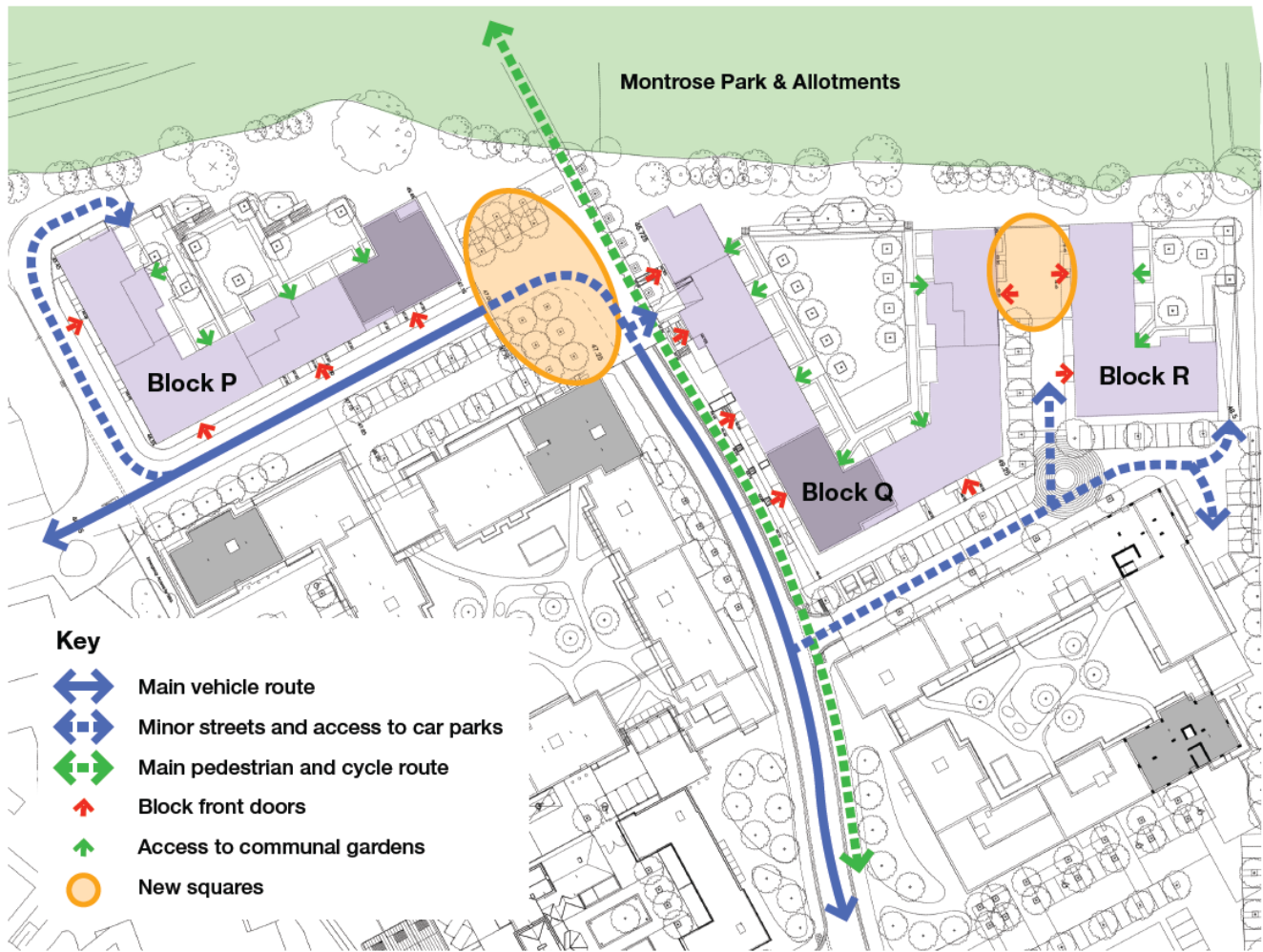


CAAP Figure 4.2 - Colindale Avenue Corridor of Change Spatial Plan



# APPENDIX 4 – Scheme Layout, Access and Landscaping

## Block layout and access



## Proposed Landscape



## APPENDIX 5 – Trip Rate Data taken from the Transport Assessment

Table 1: Permitted College vehicular trips (as approved in TA for main Colindale Hospital development)

Peak Hour	Arrivals	Departures	Combined
AM (0800-0900)	144	11	155
PM (1700-1800)	37	43	80

Table 2: Vehicular trips generated by reduced College facility

Peak Hour	Arrivals	Departures	Combined
AM (0800-0900)	56	4	60
PM (1700-1800)	14	17	31

Table 3: Net College vehicular trip generation

Peak Hour	Arrivals	Departures	Combined
AM (0800-0900)	-88	-7	-95
PM (1700-1800)	-23	-26	-49

Table 4: Vehicular trips associated with proposed residential development (240 flats) combined with residential element of College Land Option A (67 flats)

Peak Hour	Arrivals	Departures	Combined
AM (0800-0900)	14	42	56
PM (1700-1800)	28	16	44

Table 5: Net vehicular trip generation for application combined with College Land Option A

Peak Hour	Arrivals	Departures	Combined
AM (0800-0900)	-76	32	-44
PM (1700-1800)	3	-12	-9

Table 6: Vehicular trips associated with proposed residential development (240 flats) combined with residential element of College Land Option B (170 flats)

Peak Hour	Arrivals	Departures	Combined
AM (0800-0900)	19	56	75
PM (1700-1800)	37	21	58

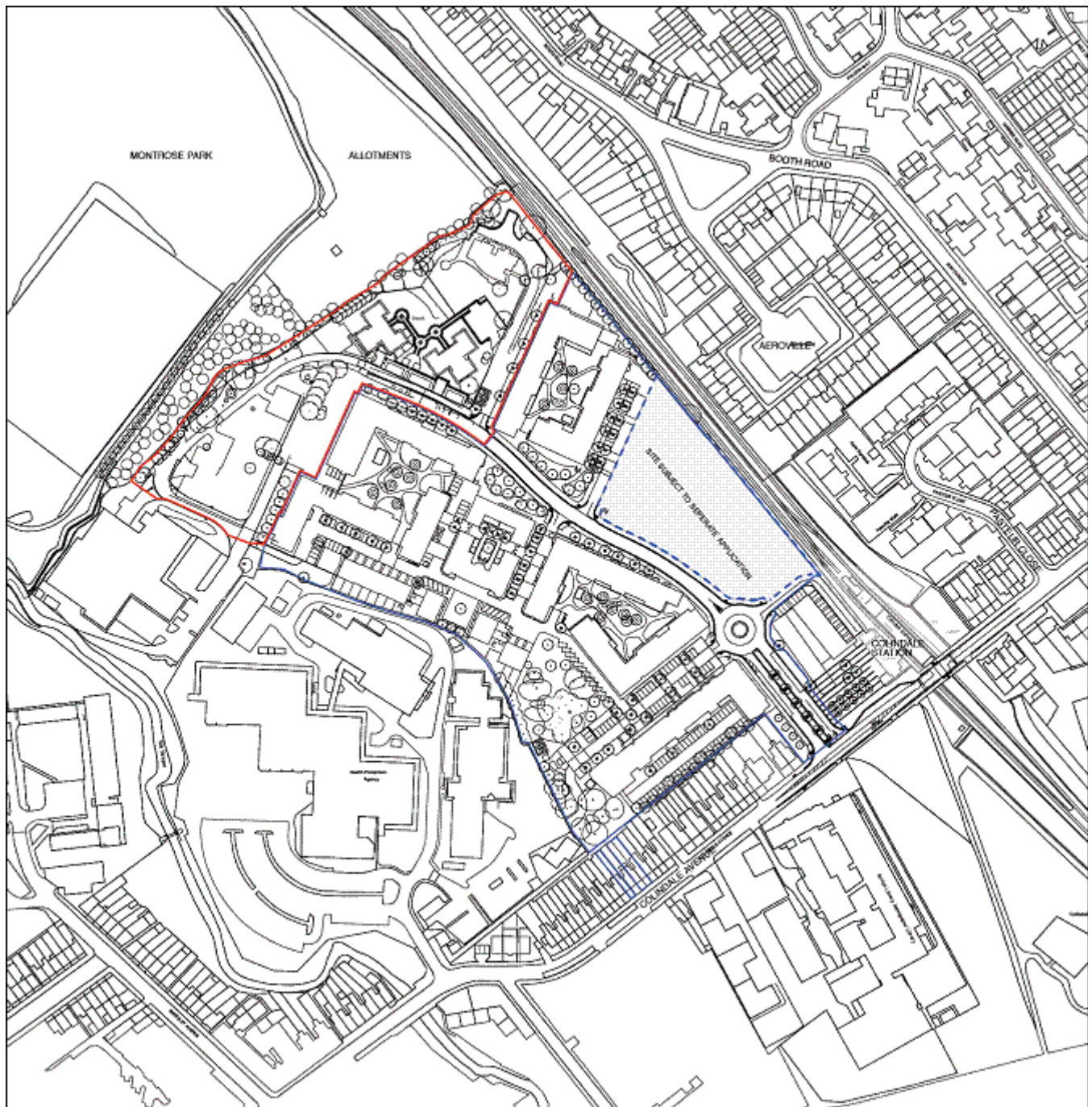
Table 7: Net vehicular trip generation for application combined with College Land Option B

Peak Hour	Arrivals	Departures	Combined
AM (0800-0900)	-127	42	-85
PM (1700-1800)	-3	-24	-26

**SITE LOCATION PLAN:**

**Land at the rear of the former Colindale Hospital Site comprising former NHSBT expansion site, Birch Court, Willow Court and Elysian House, Colindale Avenue, London NW9 5DZ**

**REFERENCE: H/04541/11**





**LOCATION:** Middlesex University, Cat Hill, EN4 8HU

**REFERENCE:** B/00056/11/CNA

**Received:** 23 Jan 2012

**Accepted:** 23 Jan 2012

**WARD:** Cockfosters

**Expiry:** 06 Feb 2012

**APPLICANT:** L&Q

**PROPOSAL:** Demolition of existing buildings and redevelopment of site to provide a total of 252 residential units comprising 168 self contained flats and 84 houses within 5 x 6-storey blocks with balconies and basement parking comprising Block E (24 units) - 2 x 2-bed and 22 x 3-bed, Block F (30 units) - 6 x 1-bed, 14 x 2-bed and 10 x 3-bed, Block G (30 units) - 6 x 1-bed, 14 x 2-bed and 10 x 3-bed, Block H (34 units) - 10 x 1-bed, 22 x 2-bed and 2 x 3-bed, Block I (34 units) - 10 x 1-bed, 22 x 2-bed and 2 x 3-bed, as well as one 3 storey block, Block A (9 units) - 4 x 1-bed and 5 x 2-bed and one 4 storey block, Block C (7 units) - 1 x 1-bed and 6 x 2-bed, 84 terraced houses comprising a mixture of two and three storey units including balconies together with a total of 283 car parking spaces, four play areas, pumping station, trim trail, private amenity space as well as communal amenity space, landscaping and internal access roads and enlargement of pond in south-west corner as well as provision of additional wildlife pond in south-west corner (Cat Hill Campus - former Middlesex University site).

---

### **Amendments Received 28 December 2011**

Barnet Council was consulted on the residential redevelopment of the Cat Hill (Middlesex University) site in July 2011 with a scheme for 272 residential units. The proposal was considered by Barnet's Planning and Environment Committee on 18<sup>th</sup> October 2011. Objections were raised to the scheme in respect of: Principal of use; S106 provision; design; environmental impact and impact upon trees; inadequate parking; and inadequate supporting Highways information.

Following responses from the local community and statutory consultees including Barnet Council an initial set of amendments was received by Enfield Council on 14<sup>th</sup> November 2011. The initial amendments were superseded by further amendments received on the 28<sup>th</sup> December 2011.

The current amendments would result in a reduction of the number of residential units proposed from 272 to 252. This drop in unit number has resulted from the removal of a 3-4 storey Block of flats (Block 'D'), and reduced encroachment into an area of Greenfield land to the south west of the site by terraced units and an associated roadway.

Further details of the amendments are provided within the body of the report.

Having considered the amendments it is clear that Barnet Council's concerns have not been overcome. It is therefore recommended that Councillors object to the proposals on the following grounds.

### **RECOMMENDATION:**

That the Director of Planning of the London Borough of Enfield be informed that Barnet object to the proposed scheme on the basis that it:

- Fails to justify principle of exclusive residential use for the site.
- Makes no provision for social infrastructure (Health and Education) within Barnet
- Has not responded to the characteristics of the surrounding area in terms of its design approach.
- Would result in the loss of a significant number of trees with a high historic, amenity and biodiversity value
- Would have a significantly detrimental impact upon biodiversity and protected species currently found on site and fails to adequately mitigate or compensate such a loss.
- Is not sustainable development as it does not prudently use natural resources in its development of a distinct and significant area of Greenfield land.
- Fails to provide sufficient information to support findings of the Transport Assessment and Travel Plan.
- Does not satisfactorily demonstrate that on site parking levels are sufficient to avoid overflow parking.

### **NEW RECOMMENDATIONS**

In the event that the application is approved at committee Barnet requests that the Director of Planning of the London Borough of Enfield acknowledge the level of impact that would be experienced by schools within the London Borough of Barnet as a direct result of the development and that an appropriate ratio of the education contribution should be allocated to the London Borough of Barnet within the associated Section 106 legal agreement following discussions with Barnet's Education and Planning Officers.

### **PLANNING APPRAISAL**

Amendments Received:

1. Changes to the South West Corner (APPENDIX 2)

It is proposed to reduce the extent of encroachment of terraced housing and associated roadway into the southwestern corner of the site.

This (circa) 0.8ha area is currently undeveloped and wooded. Initial proposals showed a terrace of 18 units within this area, resulting in the loss of several veteran Oaks and an extensive understory as well as requiring the reshaping of an existing pond.

Current proposals still result in the intrusion of the terrace into this area. Roughly one third of the woodland would be developed with six residential units; associated gardens; roadway and turning head; a 100m<sup>2</sup> LAP; and a pumping station.

The proposed changes include habitat improvements. There is an undertaking to enhance the habitat potential of the southern pond for Greater Crested Newts (GCN) and to create a new, small pond in close proximity to the southern and eastern boundaries of the site. The new pond is intended to provide a staging point which would improve accessibility of the main pond to the wider GCN population. The proposed site of the new pond may be better located to the south western boundaries in closer proximity to the local nature conservation site at Oak Hill Park.

It is also considered that maintaining the majority of the woodland in this area has an important function in maintaining the integrity of the site as a green corridor for wildlife.

Whilst improvements over the previous proposals are acknowledged, the encroachment into this area still represents the loss of (circa) 2,100m<sup>2</sup> of undeveloped greenfield woodland. This loss is not considered within the residual impacts assessment undertaken in the amended Ecology Assessment.

The proposals would also result in increased encroachment from the road into the root protection area of a mature Oak tree in fair condition, with high amenity value. This tree is identified within the Bat Survey as being one of the two most likely to accommodate a bat roost.

The improvements to this area for GCN could reasonably be expected to be undertaken without the proposed encroachment into this area. Light and noise disturbance from the terraced housing and roadway on both the pond and the Mature Oak would be detrimental enough to significantly reduce the ecological value of these two key habitats.

## 2. Western Boundary (APPENDIX 3)

The distance from end of terrace units to the Western Boundary at the end of proposed 'Bohun Crescent' has been increased to at least 9.8m as a result of the removal of two units.

Concerns had been raised over the encroachment of these units into root protection areas of trees including a TPO Ash and Elm which provide a significant screening function to properties on Mansfield Avenue.

This amendment would prevent a significant loss of screening between the application site and properties along Mansfield Avenue addressing concerns relating to the outlook from Barnet's residents.

There would be no longer be encroachment into TPO root protection areas. Given the depth of rear gardens to properties on Mansfield Avenue (min 20m) and the lack of facing windows to habitable rooms at the end of terrace properties privacy concerns resulting from this relationship are not considered to be significant.

## 3. Additional Storey to Block C (APPENDIX 4)

Block C was initially proposed at 3 storeys in height. Amendments now propose a four storey building. The applicant has explained the increase by referring to the GLA's comment that "...more of a statement was needed to mark the entrance."

The actual comment made in paragraph 49 of the GLA Stage 1 report reads:

*“There is further concern that proposed A and C blocks at the main site entrance appear bland and have areas of inactive frontage; this impression is perhaps intensified by the fact that in this location, these buildings should offer the impression of a gateway, which is a role they do not successfully perform at present.”*

Gateway buildings should be designed with a distinct architectural treatment that presents the best of the character of the estate whilst clearly defining the entrance to the site for vehicular and pedestrian visitors and passers by.

No further changes are made to Block C, nor is any significant change proposed to the design of block A.

The additional storey proposed is not considered to improve the gateway characteristics of Block C. It has been added purely to counter the loss of units elsewhere on the site with no discernable design considerations.

#### 4. Parking (APPENDIX 5)

12 Parking spaces have been relocated along the southern boundary with Oaktree School.

This location falls within the bounds of a narrow strip of woodland (Compartment 5) dominated by Oak with Sycamore, Hawthorn and occasional Elder. Although no individual trees have been identified within the Arboricultural Assessment it provides a landscape buffer to the boundary and acts as an effective part of the green corridor leading from the south of the site to the eastern woodland along Chase Side.

There are existing car parking spaces in the area proposed, however these do not extend as far as the three westernmost bays. These three bays would require additional hard standing which would fall well within the root protection area of a maturing Oak which is integral to the woodland strip.

#### 5. Removal of Block ‘D’ (APPENDIX 6)

Block D was proposed as a 3-4 storey building of 11 units adjacent to the northern lake. With the removal of this block, associated Car parking spaces and refuse store the applicant removes a physical break from the eastern woodland thereby returning some integrity to this area of semi-natural broadleaved woodland. In addition there would be a reduction in the level of encroachment into the root protection areas of several trees, (notably Mature Oaks T10, T20, T95, and a mature Alder T99).

#### 6. Further Amendments

The following amendments are also proposed but do not directly relate to impacts upon Barnet residents:

- Reorientation of Refuse and Cycle storage areas in the basements of blocks E-I.
- Improvements of Natural surveillance on site through the addition of flank windows to Blocks of flats and houses.
- Increased planting of street trees.

## Internal Consultations and Comments:

### Highways

Amendments have been made to the Transport Assessment. It is now accepted that the site achieves a Public Transport Accessibility Level (PTAL) of 2 (the previous assessment claimed that the site achieved a higher PTAL of 3).

No update has been made to the Policy section of the Assessment which still refers to the London Plan Consolidated with Alterations since 2004 (Feb 2008) rather than the current London Plan (July 2011).

Additional parking and traffic surveys have been undertaken:

### Parking Survey

Two parking beat surveys were undertaken in the evening of Tuesday 1<sup>st</sup> and Thursday 3<sup>rd</sup> of November 2011. These have confirmed that on-street and footway parking occurs along Vernon Crescent but is limited along Mansfield Avenue. It is noted that university students used to park on these streets, though no data is provided to support this statement. Acknowledging that students used to park on Barnet streets raise questions over the validity of reports under the Traffic Data section of the report where it is stated that car parks at the Cat Hill Campus were not fully utilised. This can be considered as further evidence that the days when such observations were made did not represent a typical day's use.

By undertaking the parking beat surveys a greater picture of the background characteristics of the area is achieved. However the revised Transport Assessment fails to comment on why this level of on street parking is currently occurring nor does it propose a solution to the overspill parking which is likely to occur on these roads as a result of the development.

Although the PTAL has been corrected on the revised TA and is reported to be 2 rather than 3 it is noted that there is no associated adjustment proposed in the level of parking provision.

### Traffic Survey

New traffic flow data is included from a survey conducted on the Tuesday 1<sup>st</sup> Nov. at the following locations: Mansfield Ave Junction with Cat Hill and Mansfield Avenue junction with Lakeside Crescent.

The predicted trip rates generated as a result of this proposal were calculated to be 138 during AM peak hour and 130 during PM peak hour.

Using TRICS (national standardised trip generation analysis) these numbers were predicted to be 81 for AM peak and 72 for PM Peak.

From the two paragraphs above it can be concluded that the developments taken from the TRICS were not 'like for like'. The trip rates are far too low and the proposals would generate far more traffic than previously predicted. Conclusions based upon the TRICS data are not therefore supportable.

Data noted as missing from the original Transport Assessment to support the 2009 traffic survey has still not been provided and a question over the timescale of the pm assessment (which

appears to have been taken over a half hour period yet counted a volume of vehicles that might be expected in an hour) has not been answered.

#### Proposed mitigation measures

The revised TA reports that S106 contributions will be secured on the following items:

- Funding to widen the footway along Cat Hill in order to provide a shared cycle footway.
- Securing £40,000 to upgrade four bus stops.
- Free membership of a car club over the first full year.
- Funding Oyster cards for new residents with £50 credit.
- Cycle clubs- discounted cycle purchase from a local operator.

Further explanation is required for the above initiatives in order to fully gauge their impact.

The amended Transport Assessment now includes a greater amount of baseline information, however it fails to use this to support the conclusions reached and is therefore still considered to be inadequate.

#### Education

It is not considered that the proposed 7% reduction in unit numbers would overcome concerns raised at the time of the original consultation. The greater proportion of family units proposed would counter this minimal reduction.

As detailed in the original report (APPENDIX NO.?) and shown on the accompanying map The majority of primary school pupils resulting from the development would need to be accommodated in already oversubscribed schools in Barnet. It is not considered that satisfactory mitigation in the form of S106 contributions has been made.

Responding to the Council's objections in reference to the level of Education Contributions the agent, Savills, stated in a letter dated 14<sup>th</sup> October 2011 that such contributions "*...would clearly be divided between yourselves [Barnet] and them [Enfield] as neighboring authorities, but is a matter for you to agree with them. The applicant should not be penalized or subject to double counting because the site falls adjacent to a Borough boundary...*"

The total contribution towards education proposed by the applicant is **£577,290**.

The requirements of Barnet's Education Contributions SPD (July '10) for a development of this scale and mix would be **£1,042,383**.

Even considering a scenario in which a S106 agreement allocated the entire contribution to Barnet this would be wholly inadequate to mitigate the resulting impacts upon Barnet's schools. It will be essential that should the application be approved Barnet Council's Education and Planning Officers should be involved in discussions over the allocation of the Education contributions.

#### Conclusion

The amendments submitted result in some minor improvements to the overall scheme. They do not however overcome Barnet Council's objection to the proposed development which would

require changes of a greater order of magnitude in order for an acceptable scheme to be reached.

No further justification has been made for the exclusive development of this site for residential use.

The scheme has not been reduced significantly in unit number and as a result does not overcome concerns relating to the resulting impact upon Education and Health facilities in Barnet and neither have satisfactory mitigation measures been proposed.

No improvements have been made to the design of the proposed built form. The additional storey proposed on Block C would result in a detrimental impact upon the street scene due to the building's scale height and design.

An unacceptable number of trees of high amenity and biodiversity value would still be lost either directly through the development or indirectly by encroachment into root protection areas of foundations or hard standing which would damage trees potentially resulting in their loss.

Proposals would still have a significant detrimental impact upon the biodiversity of the site with particular concerns raised over protected species and the loss of protected habitats.

The development would still encroach significantly into an area of distinct Greenfield land on site with no justification provided and can not therefore be considered to be a prudent use of natural resources.

The Transport Assessment has provided further supporting information. However it still fails to provide supporting evidence for the conclusions it reaches.

It is still considered that the proposed development would result in significant overflow parking onto residential streets within Barnet and no mitigation measures have been proposed to overcome this concern.

It is therefore considered that the Director of Planning of the London Borough of Enfield should be informed that Barnet object to the proposed scheme on the basis that it:

- Fails to justify principle of exclusive residential use for the site.
- Makes no provision for social infrastructure (Health and Education) within Barnet
- Has not responded to the characteristics of the surrounding area in terms of its design approach.
- Would result in the loss of a significant number of trees with a high historic, amenity and biodiversity value
- Would have a significantly detrimental impact upon biodiversity and protected species currently found on site and fails to adequately mitigate or compensate such a loss.
- Is not sustainable development as it does not prudently use natural resources in its development of a distinct and significant area of Greenfield land.
- Fails to provide sufficient information to support findings of the Transport Assessment and Travel Plan.
- Does not satisfactorily demonstrate that on site parking levels are sufficient to avoid overflow parking.

In addition it is recommended that In the event that the application is approved at committee Barnet requests that the Director of Planning of the London Borough of Enfield acknowledge the level of impact that would be experienced by schools within the London Borough of Barnet as a direct result of the development and that an appropriate ratio of the education contribution should be allocated to the London Borough of Barnet within the associated Section 106 legal agreement following discussions with Barnet's Education and Planning Officers.



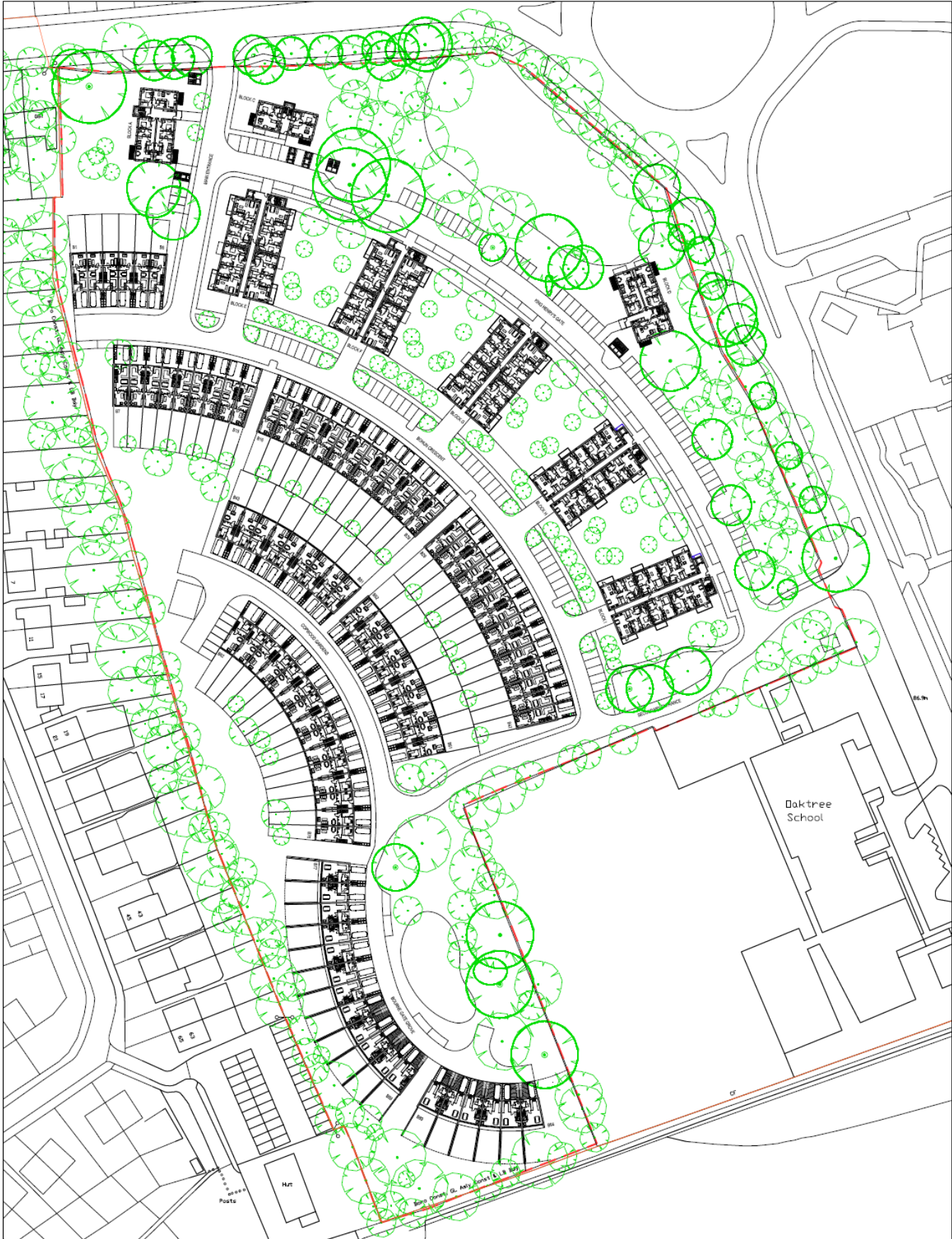
## **APPENDICES**

1. ORIGINAL AND AMENDED SITE LAYOUTS
2. CHANGES TO SOUTH WEST CORNER
3. INCREASE OF DISTANCE TO WEST BOUNDARY
4. ADDITIONAL STOREY TO BLOCK C
5. NEW PARKING SPACES
6. REMOVAL OF BLOCK D
7. PLANNING AND ENVIRONMENT COMMITTEE REPORT 18 OCTOBER 2011

**APPENDIX 1**

**ORIGINAL AND AMENDED SITE LAYOUTS**

**ORIGINAL PROPOSAL**



**AMENDED PROPOSAL**



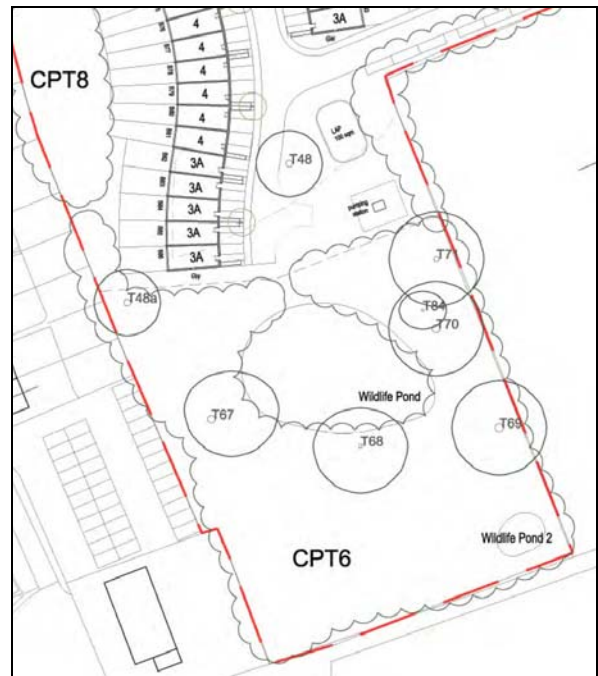
# APPENDIX 2

## CHANGES TO SOUTH WEST CORNER

ORIGINAL PROPOSAL



AMENDED PROPOSAL



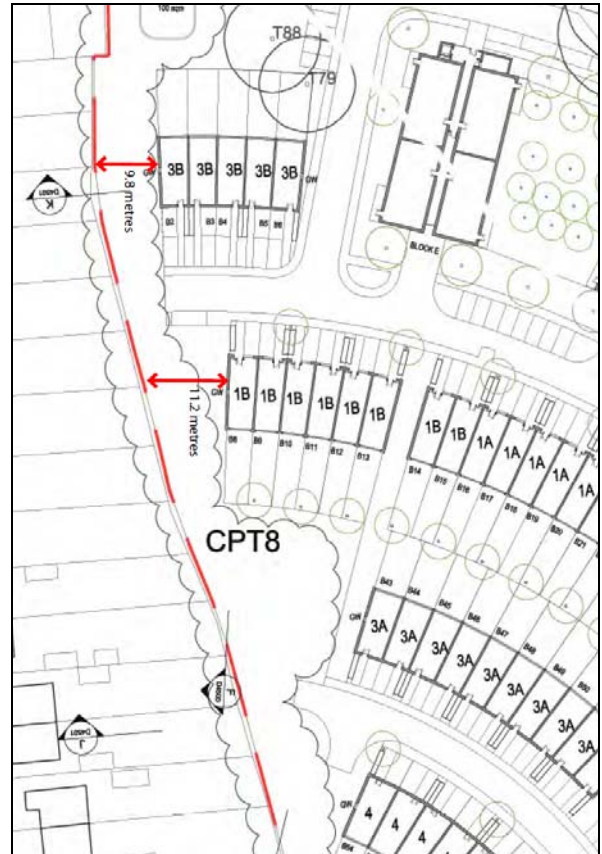
# APPENDIX 3

## INCREASE IN DISTANCE TO WEST BOUNDARY

ORIGINAL PROPOSAL



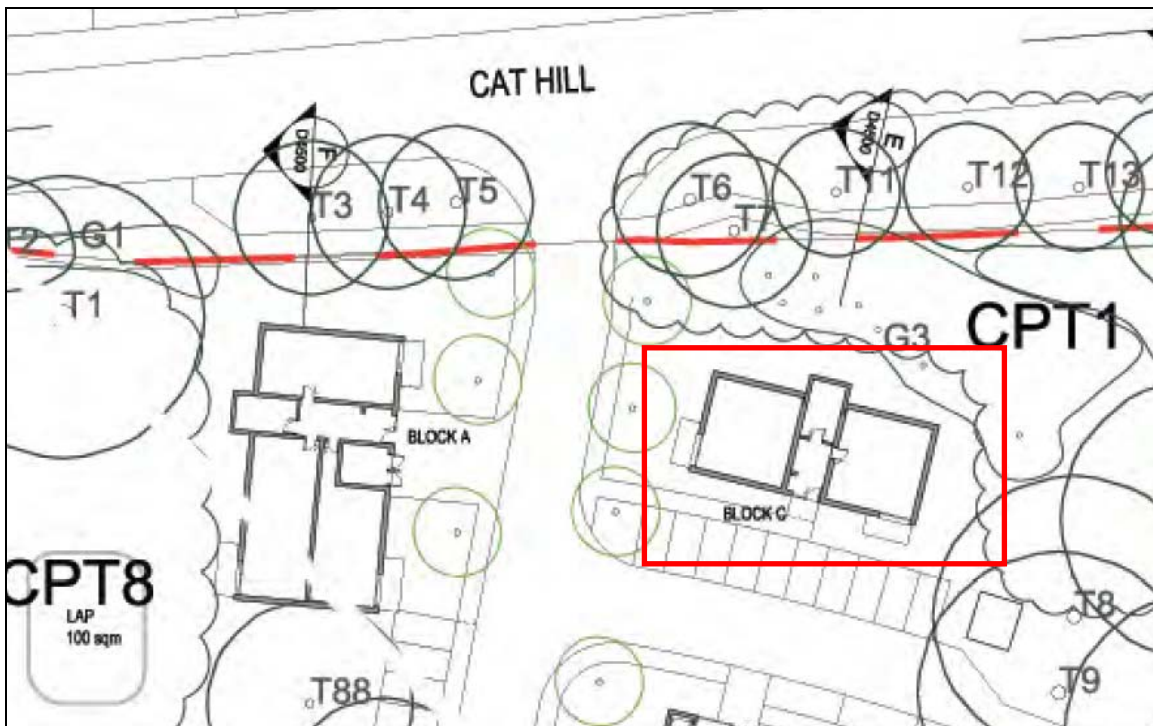
AMENDED PROPOSAL



# APPENDIX 4

## ADDITIONAL STOREY TO BLOCK C

### BLOCK LOCATION



ORIGINAL PROPOSAL



Block C - Main elevation - original proposal

AMENDED PROPOSAL

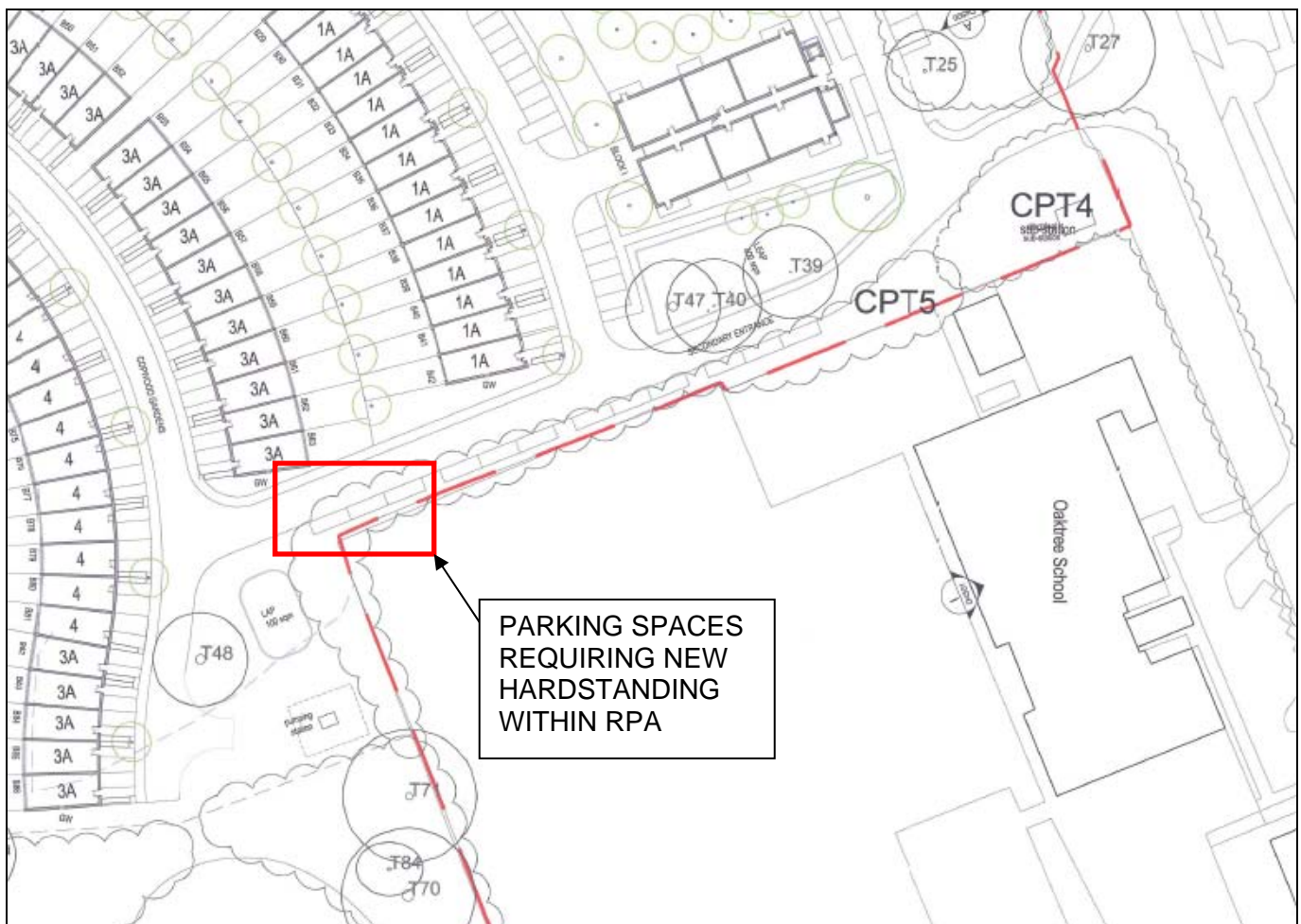


Block C - Main elevation - revised proposal



# APPENDIX 5

## NEW PARKING SPACES



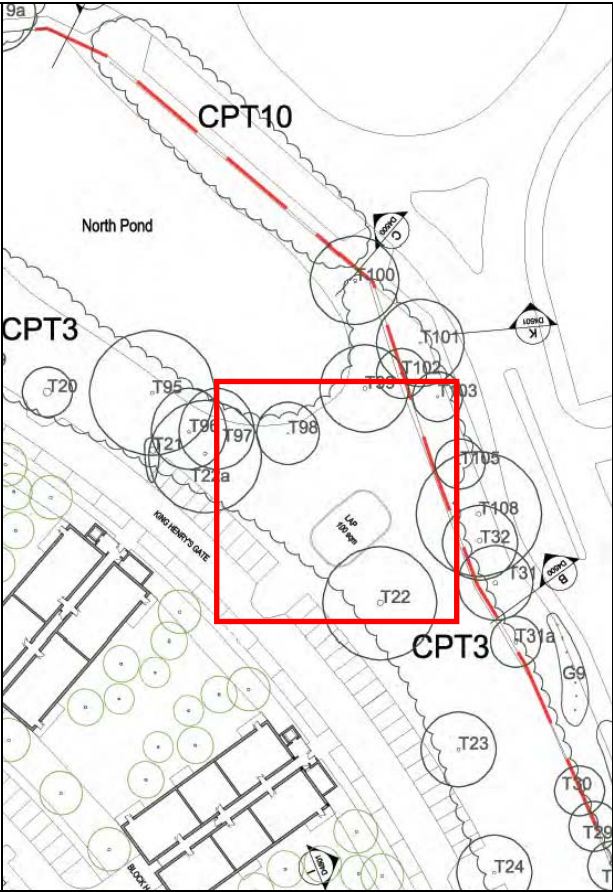
# APPENDIX 6

## REMOVAL OF BLOCK D

ORIGINAL PROPOSAL



AMENDED PROPOSAL



**APPENDIX 7**

**PLANNING AND ENVIRONMENT  
COMMITTEE REPORT**

**18 OCTOBER 2011**

**LOCATION:** Middlesex University, Cat Hill, EN4 8HU

**REFERENCE:** B/00026/11/CNA

**Received:** 14 July 2011

**Accepted:** 14 July 2011

**WARD:** Cockfosters

**Expiry:** 04 August 2011

**APPLICANT:** L&Q

**PROPOSAL:** Demolition of existing buildings and redevelopment of site to provide 272 residential units comprising 178 self-contained flats within 5 x 6-storey blocks with basement parking (Block E - 2 x 2-bed and 22 x 3-bed, Block F - 6 x 1-bed, 14 x 2-bed and 10 x 3-bed, Block G - 6 x 1-bed, 14 x 2-bed and 10 x 3-bed, Block H - 10 x 1-bed, 22 x 2-bed and 2 x 3-bed, Block I 10 x 1-bed, 22 x 2-bed and 2 x 3-bed), 3 x 3 and 4-storey blocks comprising (Block A - 3 x 1-bed and 6 x 2-bed. Block C - 6 x 1-bed and Block D - 3 x 1-bed and 8 x 2-bed) and 94 x 2 and 3-storey terraced single family dwelling houses (40 x 3-bed and 54 x 4-bed), associated car parking space, communal amenity space, landscaping and internal access roads.

---

## **RECOMMENDATION:**

That the Director of Planning of the London Borough of Enfield be informed that Barnet object to the proposed scheme on the basis that it:

- Fails to justify principle of exclusive residential use for the site.
- Makes no provision for social infrastructure (Health and Education) within Barnet
- Has not responded to the characteristics of the surrounding area in terms of its design approach.
- Would result in the loss of a significant number of trees with a high historic, amenity and biodiversity value
- Would have a significantly detrimental impact upon biodiversity and protected species currently found on site and fails to adequately mitigate or compensate such a loss.
- Is not sustainable development as it does not prudently use natural resources in its development of a distinct and significant area of Greenfield land.
- Fails to provide sufficient information to support findings of the Transport Assessment and Travel Plan.
- Does not satisfactorily demonstrate that on site parking levels are

sufficient to avoid overflow parking.

## **PLANNING APPRAISAL**

### Site Description and Surroundings:

The site is located at the roundabout junction of Cat Hill and Chase Side. Comprising an area of 4.9 hectares it was in use until June 2011 as the Arts and Design Campus of Middlesex University. It also housed the University's publicly accessible Museum of Domestic Architecture.

Middlesex University are relocating to new facilities at the University's Hendon Campus as part of a rationalisation programme.

University facilities at Cat Hill were located in several large buildings of up to 3 stories in height totalling 16,800m<sup>2</sup> of D1 (education use) floorspace. At its height the university had up to 2000 students and 200 members of staff using the Cat Hill campus.

The surrounding area is suburban in character with residential properties to the north and west which are largely two storey and semidetached, although there are also a number of three and four (?)storey blocks of flats in the surrounding area. To the south of the site fronting Chase side is Oaktree school with its associated playing fields, beyond this is Oak Hill Park which includes Oak Hill Wood, a local nature reserve. To the east across Chase Side is the Chickenshed Theatre with playing fields to the south and east. Both Oak Hill Park and the Playing Fields are areas of Metropolitan Open Land. The western and southern edges of the site form the boundary with the London Borough of Enfield.

Two vehicular access points from the site open onto Chase Side and Cat Hill. There is existing car parking for approximately 50 vehicles.

Cat Hill (A110) forms the boundary to the north of the site with Chase Side (A111) to the east, these roads meet at a roundabout to the North eastern corner of the site.

Cockfosters and Oakwood tube stations are both approximately 15 minutes walking distance away and the site has an average PTAL rating of 2.

A change in ground levels occurs across the site rising from the undeveloped south west corner to the north eastern corner by the Cat Hill Roundabout.

Surrounding the existing buildings on site is extensive woodland with a significant number of mature trees. These provide a visual screen to most of the existing buildings. A TPO has been placed on the application site covering the majority of these trees.

Two ponds are located within the site, one at the north east corner fronting the Cat Hill/Chase side Roundabout and the second located in the undeveloped south western corner.

The site has not been identified within Enfield's Core Strategy (Adopted in 2010) for specific future development and so the proposals for the campus would be regarded as a 'windfall' application.

Proposal:

The application site has been used by Middlesex University as its Art and Design Campus since the 1970's with the Museum of Domestic Architecture (MoDA) installed on site in 2000. The demolition of the existing buildings on site is proposed following the University vacating the site at the end of the 2010-2011 school year. Art and Design faculties are being combined with media studies and relocated to a new building (The Grove) at the Hendon campus within the London Borough of Barnet. MoDA is being relocated to Beaufort Park also within the borough of Barnet.

272 new dwellings are proposed following the demolition of the existing Middlesex university buildings.

The scheme includes a mix of flats and terraced houses ranging in height from 2-6 storeys. The proposal would achieve a density of 56 units per hectare and 226 habitable rooms per hectare.

A network of estate roads are proposed with a total of 308 car parking places to be located either on street or in basements to the proposed six storey flats.

31% of units (by Habitable Room) are proposed for affordable housing with a 32:78 ratio between Socially rented and Intermediate units.

The redevelopment proposal would include approximately 17,500 sq m of landscaped area incorporating 5,300m<sup>2</sup> of play space, shared gardens to the flats, and private gardens for all houses.

Barnet Consultation:

Public:

Enfield Council contacted the London Borough of Barnet (LBB) when registering the application and requested a recommendation for an area of public consultation within LBB. A list of 208 addresses was passed to the neighbouring borough including those properties within LBB that would be most likely to experience a significant impact from the proposed development. Respondents were to address their concerns directly to Enfield. A map showing the consultation area can be found at Appendix 2.

Council:

Barnet council's Planning Department was not contacted by the developers of the site prior to the submission of this application.

## **PLANNING CONSIDERATIONS**

### **Key Concerns**

- Principle of Housing Use (Need for Housing / Loss of Employment)
- Impacts upon local social infrastructure (Education, Health etc.)
- Urban Design
- Impact upon Metropolitan Open Land and Views
- Affordable Housing
- Trees
- Ecology
- Sustainability
- Transport & Highways

### **Principle of Housing Use**

Both the University Campus and Museum are to be relocated to sites within Barnet which would result in no net loss of employment to the wider area. However the application site has no designation within Enfield's policy framework and there should not be an immediate presumption in favor of a residential use on site without consideration of alternate or mixed use development that could provide a level of employment to the application site. This issue was raised by Enfield in pre-application discussions.

The applicant has provided evidence from an unnamed external property agent. This agent dismisses the use of the site for future office use due to the poor accessibility of its location and on the basis of vacant nearby office units. They report that several enquiries were forthcoming for the use of a part of the site for both hotel and food store warehouse uses. These were however dismissed as they would only make use of a part of the site. Concerns over traffic generation were considered to make the site inappropriate for 'big box' storage. The residential sector put forward proposals to utilize the entire site and it was therefore concluded that this was the most appropriate use for the site.

Further to the above the Applicant's property agent has provided opinion that the site would not be appropriate for education, care home or community operators due to the location (low public transport accessibility and distance from town centres) and that a mixed use approach to the site could be problematic in terms of finding an acceptable design solution. A private educational use is not considered viable and the site is not considered to be affordable to a public institution.

Both Enfield and Barnet seek to promote employment opportunities and it would appear from the enquiries received by the unnamed property agent that there is a market for such uses even if they would not make use of the whole site. The argument that a mixed use development would prove problematic on grounds of design or compatibility of uses is not sound and indeed if this approach was taken the resulting reduction in residential units would partially reduce the potential impacts upon Barnet's social infrastructure.

It is not considered that on the basis of the evidence provided that the use of the whole site for residential purposes has been justified.

### **Impacts upon Barnet's Social Infrastructure**

#### Education:

Applying the child yield ratios from Barnet's Contributions to Education Supplementary Planning Document to the proposed development would result in the need for an additional 112 new primary school places and 54 new secondary school places in this site on the borough boundary.

The proposed residential development would therefore generate significant additional demand for school places. Given the location of the site this impact must be considered not only in the context of its impact upon Enfield, but also upon Barnet.

A number of Barnet primary schools are in close proximity to the site. (Trent C of E, Danefield, St Mary's C of E, Monkfrith, Church Hill, Livingstone, and Brunswick Park are all located within 1 mile of the application site.) Within Enfield the only primary school within a mile of the site is De Bohun. In addition none of these necessitate crossing a major road, such as Chase Side, an important safety consideration when trying to encourage parents and younger pupils to walk to school.

Within Barnet there is an identified high priority need for additional places in the east of the borough as most of the schools in this area are already oversubscribed each year. Currently Barnet's Education Service is considering options to create additional places in order to meet current projected demand. This is before any account is taken of the further impact that would result from the development of the Cat Hill site.

Enfield is also looking at options to create additional places in light of projected demand and residential schemes such as Cat Hill and Chase Side Works (Linden Way). Enfield have indicated that it is unlikely that current projections including additional demand created by this development would justify a new school. Consideration would therefore be given to the expansion of an existing school as part of Enfield's revised Primary Strategy. Barnet similarly would not chose to provide a new school so close to the borough boundary and are also looking to expand existing schools.

There is less of a pronounced difference between the level of Secondary school provision between Barnet and Enfield within acceptable travelling distance from the application site, however it is clear that being located on the boundary with Barnet a significant increase in pressure upon Barnet's Secondary School would also result from the development proposals.

No approach was made to Barnet prior to the submission of the application but it is clear from the above that this is a significant concern that would have to be addressed in the form of a S106 contribution towards the cost of providing additional places before the council would be able to support such an application. As this issue has not been addressed by the application it is recommended that Barnet object on the grounds that the proposal fails to provide adequate mitigation for the increase in demand for school places in Barnet that would result from the proposal.

#### Health Infrastructure:



The future residents of the 272 proposed units would have a significant impact upon the level of use of nearby NHS services both within the London Borough of Enfield and within Barnet. This would be further increased by the proposed closure of the nearby Chase Farm Hospital in Enfield which is going to be closing both Accident & Emergency and Maternity Wings. With the closure of these services the nearest A&E services would be at Barnet Hospital which would experience a relative increase in patients.

The proposed development would also increase the demand for GP doctors, dentists and other NHS services within both Boroughs.

No pre application discussions have taken place with Barnet and no assessment has been made of impacts upon health provision within Barnet. It is therefore recommended that Barnet object on the grounds that the proposal would fail to provide adequate mitigation for the increase in demand for health care facilities

### **Urban Design**

When considering the acceptability of a proposed development Planning Policy Statement 1 states that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area should not be accepted. The statement also points out that although visual appearance and the architecture of buildings are factors in achieving high quality design, securing high quality design goes far beyond aesthetic consideration. It then makes it clear that good design also involves integrating development into the existing urban form and built environment (paragraph 35). It also points out that policies should avoid unnecessary detail and should concentrate on guiding the overall scale, density, massing and height of new development in relation to neighbouring buildings and the local area more generally. It is clear from these points that Central Government views design as a key issue in the assessment of proposals and that the relationship between proposed buildings and existing buildings and spaces is a particularly important aspect of design.

Within the Design and Access Statement the Character of the surrounding area is identified as “..almost entirely residential and suburban with semi-detached two storey houses being the predominant type.” An assessment of the residential area to the west of the application site indicates a density of approximately 22 units per hectare.

The proposed development includes a combination of 94 terraced houses to the south and east of the site and 178 flats in 8 blocks between three and six stories in height to the North. The resulting density is 56 units per hectare.

The proposed development has a predominance of flats (almost two thirds of the proposed units,) this is not a characteristic of the surrounding residential area which is largely semi-detached houses.

The remaining units are proposed as two storey terraced housing. Houses in the locality have plot widths of approximately 10m. In comparison the proposed terraced units are approximately 5m in width. This would result in a significantly finer grain than is characteristic of the surrounding area.

Further to the above the proposed estate roads would result in a cul-de-sac to the south east corner of the site which would result in a development that does not reflect the existing residential street pattern in the locality.

The density proposed, 56 dwellings per hectare, does fall into the range detailed within the Density Matrix of the London Plan for a suburban site with a PTAL of 2-3. This is identified as a range of between 35 and 60 units per hectare. This is significantly higher than the adjacent residential area which has been calculated at 26 dwellings per hectare. Bearing in mind the density of the surrounding area and the site's actual PTAL level of 2 it is considered that a density towards the lower end of the range would be more appropriate for the proposal.

It can be seen from the above that the proposed development has little regard to the characteristics of the surrounding area. It proposes a scheme of almost twice the density of the immediate residential area, places the majority of units within eight blocks of flats with the remainder in the form of tightly spaced terraced properties and is laid out to incorporate an inward looking cul-de-sac which would result in a residential development which fails to integrate with the local area.

### **Impact Upon Neighboring MOL and Import Local Views**

The existing Middlesex university buildings are no more than three stories in height and as such are largely obscured by the extensive mature trees on site.

The proposed development of the site includes the removal of a significant number of mature trees on site and the erection of five six storey blocks of flats. These are located in a row across the site from the northern to the eastern corner of the site.

It is of great concern to Barnet that no assessment of the likely visual impact of the proposed six storey flats has been undertaken. The site's valuable tree stock is referred to when views from Chase Side and Cat Hill are considered and is expected to screen the proposals from view at close proximity. However views across the Metropolitan Open Land from Oak Hill Park towards the application site have not been considered.

Oak Hill Park drops down from Church Hill Road to Pymmes Brook before levels rise back up towards the application site. Open views toward the site are included under Appendix III as are views of 4 storey East Barnet School for height comparison. At six stories the proposed band of buildings would become a significant feature of views across the Metropolitan Open Land, this would be further exacerbated by the loss of a significant number of trees on the application site which would open up views to the lower stories of the buildings detracting from the wooded character of the area.

It is also clear that views across adjacent Metropolitan Open Land to the east of the site within Enfield would be impacted.

As no investigation is made into the above issue, it is recommended that Barnet object strongly to the height bulk and location of the six storey flatted element of the proposal and the accompanying loss of trees on site.

### **Quality of New Housing**

Lifetime Homes:

All units are designed to achieve Lifetime homes standards.

Wheelchair:

It is noted that the development would result in 29 units (11%) that would be adaptable to accommodate the needs of wheelchair users. The location of these units is not identified within supporting documentation and this should be clarified prior to the scheme being considered for approval.

#### Size Standards:

The proposed development has been designed to accord with gross internal floor areas in line within the new London Plan.

#### Amenity Space:

All terraced properties have their own private rear garden space. The five 6 storey blocks of flats have access to semi-private areas of amenity space between the proposed blocks and each flatted unit across the site has access to a private Balcony of at least 1.5m in depth.

Across the site the proposed landscaping scheme would provide several communal amenity areas including children's play space in the form of two Local Areas of Play (LAPs) and a 'Fitness Trail' on the western boundary. The combination of private and public amenity spaces proposed would be considered acceptable to meet the needs of future occupants of the site.

#### **Affordable Housing**

The proposed development would result in 82 shared ownership units and only 12 units for social housing. This represents a total of 31% by habitable room.

The application includes a Three Dragons assessment which justifies this low level of provision on viability grounds, however these findings have yet to be verified by an external consultant and it takes a site cost based upon the price paid for the land rather than the existing use value.

Considering the low overall percentage of affordable units and the high proportion of shared ownership (which does not accord with strategic planning policies) together with the failure to independently verify the affordable housing assessment it is not possible to determine whether the proposal provides the 'maximum reasonable amount' as required by the London Plan.

#### **Trees**

Various trees in the rear gardens of Barnet residents at Mansfield Avenue and Vernon Crescent (along the western boundary of the site) are included in a Tree Preservation Order (internal reference TRE/EB/2); as are a number of trees along the southern boundary with Oak Hill College (TRE/BA/41 and TRE/BA/78); to the south-west of the site is Oak Hill Woods Local Nature Reserve (LNR), which adjoins Oak Hill Park.

A great number of trees within the site boundary are of considerable historic value. The site is originally a part of the ancient woodland of Enfield Chase and was subsequently incorporated into part of the Bohun Lodge, Little Grove and Oak Hill Park estates.

The ancient woodland forms a continuous tract from Oak Hill Woods Local Nature Reserve (LNR), through part of the Oak Hill Theological College land, to the Cat Hill Campus site. The wider area is also characterised by a number of historic fish ponds of which the two ponds on site are examples. (It should be noted that although the ecologist's report failed to discover any Great Crested Newts at either of the pond sites the Greenspace Information for Greater London (GIGL) Database has recorded sightings to the southern pond.)

The Preliminary arboricultural report identifies a number of trees by reference to Compartments. In the absence of greater detail (e.g. of levels and precise tree locations and sizes) it is not possible to accurately assess the full impact that the proposed development is likely to have on trees, but the following is noted:

A number of trees in Fair and Good condition would be felled as a result of the development including some veterans.

Of particular concern is the development of Bourne Gate Grove to the south west corner within an area of ancient woodland. It is unclear exactly how many trees would be affected two mature Oaks are shown as direct losses, though these are recorded to be in poor condition, and the root protection areas (RPAs) of several mature specimens are significantly encroached by built form, roadways, and remodelling of the historic pond. This part of the development destroys the integrity of the ancient woodland and necessitates the reshaping of the pond. It is therefore likely to have significant detrimental impact on ecological habitat.

Block A, C and D would result in the loss of three mature trees, two Oaks identified as being in 'fair' condition and a mature Alder in good condition. Due to the lack of information provided it is unclear how many more trees of value would be lost from their surrounding woodland areas.

Although trees are shown retained along the north of King Henry's Gate it is noted that the road is realigned and lined with parking spaces which encroach within the RPAs of almost all of the identified trees. It is far from clear whether the tree retention as shown is either feasible or likely, though if the roadway is built to adoptable standards, the biological requirements for tree retention and highways engineering appear mutually incompatible.

Copwood Gardens and the western end of Bohun / Vernon Crescent appear to have implications for trees along the western Boundary and there is also likely to be considerable pressure for future treatment of trees from future residents due to shading which is likely to have particular impact in the afternoon.

The proposed railings and gates, trim trail, LAP and Pumping Station are likely to add considerably to the pressure on trees in terms of root severance as well as compaction, during construction, installation and maintenance of services, and future use.

Proposals also have inadequate regard for construction working space throughout.

Trees at the site contribute significantly to public amenity value – contributing to the semi-rural character and appearance of the area, providing screening along the boundaries of the site, and of importance to wildlife which is of especial value given the site's location adjacent to Metropolitan Open Land and its proximity to the Local Nature Reserve and Site of Borough Importance Grade 1 for Nature Conservation

The application fails to take account of either the historic importance of the woodland, or it is of ecological importance both in its own right as habitat and as part of green corridors.

Within the Executive Summary of the preliminary arboricultural report the key strategic issue is given as follows: "...that major woodland blocks will be substantially retained to maximise landscape, arboricultural and ecological benefits..."

It is not considered that the proposals adequately respond to the location of trees of a high amenity value on site and that as a result an unacceptably high number of these trees would be lost. Furthermore it is not considered that trees shown as retained have been safeguarded to a satisfactory extent with significant encroachment occurring to root protection areas from foundations, highways, pavements and fences which would result in root severance eventually leading to further loss of trees. It is recommended that Barnet objects to the proposed scheme on these grounds.

### **Ecology**

The site is within 30m of Oak Hill Woods Local Nature Reserve and Site of Borough Importance Grade 1 for Nature Conservation.

In addition to the information included in the Extended Phase 1 Habitat Survey, GIGL information supplied to LB Barnet identifies the following protected species within the site or in close vicinity:

- Great Crested Newts within site (southern pond)
- House Sparrow and Common Linnet at Oak Hill College
- Long Eared Bat at Oak Hill College
- Shoulder-striped Wainscot Moth at Oak Hill Woods Local Nature Reserve
- White-letter Hairstreak Butterfly at Oak Hill Woods Local Nature Reserve
- Small Heath Butterfly at Oak Hill Woods Local Nature Reserve
- Soprano Pipistrelle Bat x 2 at Oak Hill Park
- Pipistrelle Bat x 2 at Oak Hill Park
- Noctule Bat at Oak Hill Park
- House Sparrow at Daneland
- House Sparrow at East Barnet School
- House Sparrow at Eaton Avenue
- Hedge Accentor at Belmont Open Space
- House Sparrow at Ashurst Road
- Pipistrelle Bat at Ashurst Road
- Vespers Bat at Belmont Avenue
- Hedge Sparrow at Heddon Court Avenue (LB Enfield)

As noted at paragraph 98 of Circular 06/2005: Biodiversity and geological conservation, “The presence of a protected species is a material consideration when a planning authority is considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat...”.

In accordance with legislative provisions including the Conservation (Natural Habitats, etc) Regulations 2010 (as amended); the Wildlife and Countryside Act 1981 (as amended); and the Natural Environment and Rural Communities Act 2006, the Council needs to ensure that protected species and biodiversity are adequately considered. The Cornwall case confirmed that full environmental information must be submitted and considered prior to planning permission being granted – where there are grounds to believe that a protected species may be present, it is not acceptable to leave required surveys, impact assessments and mitigation measures to be dealt with by way of conditions.

Principal ecological concerns would be that the development would result in links being broken between the existing ancient woodland extending across the proposed development site into Oak Hill Woods and that the remodelling and surrounding of the historic pond with known Great Crested Newts with built form.

#### Mitigation and Construction Strategy:

Many of the measures in the Mitigation and Construction Strategy (MCS) are vague or incomplete. It is clear that the proposal will have impacts on protected species, and this is acknowledged in the strategy "*...it is recognised that impacts cannot be completely avoided*". However the mitigation measures proposed are insufficiently detailed to assess whether the favourable conservation status would be affected. Due to this lack of detail it is questionable, whether the local planning authority is in a position to determine the application without significant further work on this issue.

There are distinct differences and incompatibilities between proposals within the Landscape and Open Space Strategy and accompanying Landscape Masterplan and those within the MCS which can not be rationalised.

The landscaping masterplan would result in the replacement of the majority of retained woodland. In particular two LAPs a LEAP, two 'Trim Trails' and various grassed areas are proposed to increase public amenity areas. These would significantly reduce the area of retained woodland whilst adding increased noise and disturbance to wildlife in these areas. Such an approach would appear to be entirely against the key aims of the strategy which include protection and integration of the existing woodland features and veteran trees across the site and protection, preservation and enhancement of native flora and fauna.

Section 2.3 of the MSC details measures to enhance existing woodland areas through glade creation and thickening of the woodland at the site edge.

With the extensive loss of woodland resulting from the landscape scheme the proposal to create glades with diameters 1.5 times the height of surrounding trees would not be beneficial to the increase in biodiversity of the site as intended. The tree canopy would already be significantly interrupted and such a proposal would only further reduce the woodland habitat. As an approach it would only be appropriate to apply as a management technique to woodland in a similar state to that currently existing on site.

The indicated proposals to thicken the woodland at the edge of the site are not demonstrated within the landscaping masterplan which largely focuses the planting of new trees within private and semi-private amenity spaces.

Significant concerns are also raised by the approach of the MSC to Protected species:

Measures to address the Great Crested Newts in the southern pond include clearance within and around the margins along with recontouring. Significant changes to surrounding land-use from woodland to adjoining a highway and residential housing appears to have significant implications both for the habitat within the site boundary and connectivity with adjoining undeveloped land. Whilst surveys undertaken by the developer did not identify the presence of Greater Crested Newts, it should be noted that GIGL records indicate adult females in close proximity to pond 2 in 2009. This should be borne in mind especially given the historic nature of

the pond and surrounding woodland, together with the very hot dry conditions this spring and the failure of the survey to undertake terrestrial surveying in accordance with good practice.

The Bluebell mitigation measures propose lifting of the bulbs by excavation / scraping with a toothed bucket. Given the woodland location this has significant implications not only for the bluebells, but also tree roots and micro-organisms (including mycorrhizae) within the area, as well as potential compaction of soil structure both in the areas from which lifting is proposed to occur and in receptor sites.

No dawn surveying for bats was undertaken and the spacing between surveys is very limited. The lighting associated with the proposed roadway, Block I, and residential housing is likely to affect the bats' activity especially in the vicinity of the Oak Hill College boundary and around pond 2 where bats were detected.

Planning Policy Statement 9 -Biodiversity and Geological Conservation, which is not referenced within the submitted Planning Statement, states that planning should be used to prevent harm to Biodiversity. In developments where harm would occur a key principle of the Statement is that the Local Planning Authority should be satisfied that the development could not reasonably be located on an alternative site that would result in less or no harm.

It is clear from the concerns raised above that the Mitigation and Construction Strategy fails to satisfactorily provide full environmental information to mitigate concerns. It is not acceptable to leave surveys, impact assessments and mitigation measures to be dealt with by way of conditions and Barnet therefore object to the application.

### **Sustainability**

Code:

The proposal will achieve a Code Level of 4 across the site (flats and terraced housing).

Having investigated and dismissed the possibility of incorporating the site in a district heating network the proposal seeks to achieve a reduction in carbon dioxide emissions through the installation of a gas fired Combined Heat and Power plant. In addition photovoltaic panels are proposed on all blocks of flats and some of the terraced houses and Ground source heat pumps would serve 33 of the terraced units.

A total saving of 41% over CO<sub>2</sub> emission standards in the 2010 building regulations is calculated to result from a combination of the above measures and passive design measures.

Subject to the scheme being conditioned to achieve a Code level of 4 Barnet have no objection.

Undeveloped Land:

The site is presented in supporting documentation as 'Brownfield' due to the presence of the buildings and associated roadway belonging to Middlesex university.

Given the fact that one third of the application site is woodland the nature of the site would be more accurately termed 'partial Brownfield'. To the south western corner an area of undeveloped woodland of 0.74ha extends away from the broadly square form of the site. Several examples of mature, good quality trees occur in this area and beyond a level of woodland management at some time in the past this area has been little disturbed since it was a part of the Enfield Chase Woodland.

If an application was considered for this area alone the site would clearly be considered as Greenfield in nature yet its status as undeveloped land has been ignored within the application as it only comprises 15% of the overall site.

The proposal would develop this south western corner with 18 terraced units and their associated gardens, cul-de-sac road and turning head.

It is considered that as a result of the loss of this significantly sized and distinct area of ancient woodland the development would not result in a prudent use of natural resources and is therefore not sustainable development.

### **Transport & Highways**

As with all objections raised against this application the lack of consultation with Barnet prior to submission of the application has resulted in many highway issues that could have been easily dealt with at an earlier stage of the application process. The developer has approached Enfield to provide a scope for the Transport Assessment (TA) and a draft of the assessment was also passed to TfL for comment.

#### **Transport Assessment:**

The TA reaches its conclusions on the basis of unsupported, questionable and erroneous data and is not considered to be fit for purpose. It fails to provide an accurate assessment of existing activity on the local highway network or that associated with the previous use, nor does it satisfactorily demonstrate the likely highway impacts of the proposed development or propose and assess adequate mitigation measures.

Manual traffic counts on Cat Hill, Chase Side, Bramley Road and Cockfosters Road were undertaken in July 2009 and 17<sup>th</sup> December 2010 with additional data collected by an automated traffic counter (ATC) in January 2011. Taken together the issues below result in the information failing to provide a comprehensive and reliable set of traffic data:

1. There is a variation in the timing of the AM peak hour times between the manual counts. 07:45-08:15 being recorded in December 2009 and 08:00-09:00 considered for December 2010. These are not comparable assessment periods and no explanation is provided for the variation.
2. The validity of the count taken on Friday 17<sup>th</sup> December 2010 is questionable. This was the last day of term at Middlesex University and it is unclear whether the college was running at full capacity on this day. This date also fell in a period of particularly poor weather when motorists were being advised not to use their vehicles.
3. The ATC operated for a five day period which included Wednesday-Friday 5<sup>th</sup>-7<sup>th</sup> January and Monday-Tuesday 10<sup>th</sup> and 11<sup>th</sup> January. The Middlesex University term only started on 10<sup>th</sup> January. The first three days of the count would not therefore have included associated traffic.

The site is identified within the TA as having a Public Transport Accessibility Level (PTAL) rating of 3. The location identified as having a PTAL of 3 is however outside of the red line of the



application site. Both TfL and LBB Highway Officers have calculated that the majority of the site falls under a lower level of public transport accessibility. The site's PTAL has been identified as 2. This has implications for the parking provision, as discussed below.

Parking:

i) Census

2001 Census data for LBE was reviewed. As the proposed site is located within the Cockfosters area, this was selected as the most appropriate dataset. The ratio car ownership per household for this area is 1.25.

308 car parking spaces are proposed across the site in a combination of partial basements to the six story flats, driveways and on street parking. This would provide 1:1 parking for the site with 36 additional spaces for visitors to the site, (a ratio of 1:1.13).

The reduction in proposed parking ratio (from 1.25 to 1.13:1) is briefly justified by the application of the proposed travel plan. However there is no correlation between this 10% reduction in parking and the targets of the travel plan which includes indicators of a 3% drop in car usage over 3 years and a 6% drop over 5 years.

A smaller census area adjacent to the application site could be assumed to share more car ownership characteristics with the site than the Cockfosters 'ward-wide' data considered in the TA. Adjacent to the application site in Barnet is a Census output area including 115 households (identified as Census Output Area '00ACGC0026'). These 115 Households own between them 170 cars. This indicates a significantly higher ownership ratio of 1.48 cars per unit.

Based on Barnet's census information, the proposed parking for 272 flats should be 402. Therefore the parking for the development would be considered inadequate.

ii) Barnet's UDP Standards:

If Barnet's parking standards are applied to the number and type of units proposed on site a range of between 286 (In a high accessibility area) and 413 (In an area of low accessibility) car parking spaces would be expected to be provided.

The Barnet UDP states that: 'In applying these standards, the council will exercise flexibility by taking account of locality, public transport accessibility and local parking stress. In assessing parking provision, the council will have regard to the likelihood of parking occurring on-street and any detrimental effect on highway conditions and road safety.'

Given that the PTAL is 2 and that the site is not within a Controlled Parking Zone or a town centre; the low accessibility figure of 413 car parking spaces would be considered more appropriate, that is, the total number of proposed car parking spaces should be towards 413 rather than 286.

A simple calculation can be made in the absence of any other assessment. There is a difference in requirement of 127 spaces between the lowest and highest public transport accessibility, PTAL of 1 and 6 respectively. If this difference is divided equally over the range of PTAL scores between 1 and 6 approximately 38 fewer spaces would be required for each numerical increase. The site has a PTAL of 2 and therefore it can be argued that without any other altering factors 375 (413 less 38) spaces would be appropriate.

A slight reduction to this number of spaces could be considered reasonable if the proposals included public transport improvements. No public transport improvements are proposed and the 308 proposed car parking spaces are therefore considered to be inadequate for this development as they would be likely to lead to parking overspill on adjacent roads, including local roads in Barnet. Potentially, this would lead to overspill of up to 67 cars onto the surrounding streets.

iii) Overspill Parking:

The most likely location for future residents to seek alternate parking would be in Mansfield Avenue and Vernon Crescent, these residential roads in Barnet are in closest proximity to the site and would not require a car user to cross any major roads between parking the car and accessing the new estate. There are no parking controls in these local streets and the significant increase in on street parking that could result from the proposal would be detrimental to the free flow of traffic and the safety of road users and pedestrians within the locality.

iv) Disabled Parking Provision:

The submitted TA does not mention the parking provision for disabled users, however The Design and Access Document proposes that 5% of the total parking be for disabled drivers.

LB Barnet currently encourages the provision of 10% of parking spaces to be for disabled drivers in accordance with Lifetime Homes Standards and the Mayor's 'Wheelchair Accessible Housing Best Practice'. These should be spread out evenly across the site so that they are easily accessible to all the units.

As well as the low number of Disabled parking spaces proposed the dimensions for the disabled parking bays should have an additional 1.2 m width to achieve standard disabled parking dimensions for ease of access. Moreover, details of the gradients for disabled parking spaces should be provided in order to demonstrate that they can provide easy access.

v) Barnet requirements if approval is granted:

If this proposal was approved by LBE then it is considered appropriate to include a Car Parking Management Strategy (CPMS) as a condition as well a S106 agreement to secure a monitoring contribution and other necessary measures in order to prevent overspill parking and to introduce and then implement any appropriate parking controls, subject to consultations. This will help to ensure the free flow of traffic across the adjacent highway network, and maintain an acceptable level of road safety in the local area.

The S106 should also include pedestrian contributions for improvements to paths surrounding the site in Barnet in particular to include improved access and the decluttering of local streetscapes in accordance with policy 6.10 of the London Plan.

As part of the CPMS a parking survey should be undertaken before the development is occupied to establish the local parking stress levels (base data). The surveys should be carried out on a typical day and then repeated at appropriate intervals (such as annually) within an agreed zone which should include all potentially affected roads.

A Parking Monitoring Report should be submitted annually to the Local Planning Authority for approval which includes the comparison against the parking base data. Any increase in the parking on the selected streets shall be identified along with proposed measures to mitigate any

increased parking levels. This could include a range of measures, including but not restricted to parking controls on street and / or a car club for the site. Other items that should be considered as part of CPMS would include: how the proposed parking will be allocated between the blocks, between the size of the dwellings; the location for the disabled parking, visitor parking arrangements, monitoring regime for any parking contraventions within this site.

#### Local Road Network:

The proposed development would result in a significant impact upon the local road network as a result of the increase in intensity of the use of the site.

During the use of the site by Middlesex University a relatively low level of vehicular activity was associated with the campus. Whilst the Campus accommodated 2000 students and 200 staff it is clear from the report that during both the 2009 and 2010 surveys the 167 car parking spaces were not fully utilized. It must be inferred from this that the majority of trips to and from the site were not made by private car.

Taking the existing car ownership in the local area as 1.48 cars per dwelling would result in 403 cars associated with the proposed 272 dwellings. The increase in intensity of vehicular use would be considered to result in a significant increase of traffic levels on Cat Hill and other Barnet roads in the immediate area.

#### Cycling and Walking:

The development proposes a total of 302 cycle parking spaces which falls short of the 412 spaces that would be required by the London Plan. All of the proposed spaces are private, which provides security but fails to account for visitor use in the public realm. It is noted that as a part of the associated S106 obligations an improved cycle linkage between the application site and Cockfosters tube station is proposed, though details of the improvement works are not included.

The quality of the streetscape in the local area is poor and in order for Barnet to support the proposal contributions would be sought to improve the pedestrian environment in the local area of the site that is within the borough.

#### Travel Plan:

An Interim Travel Plan (TP) was submitted with this application and the developer is proposing to use planning conditions or S106 to control the travel plan and its measures. If this application is considered in accordance with LBB's current practices a S106 monitoring contribution would be sought to review the submitted TP.

In line with the TfL guidance 'Travel Planning for new development in London including deliveries and servicing' (2011) a strategic level full TP should be submitted that is ATTrBuTE (version 3) and TRAVL compliant. TfL have confirmed that the TP does not meet the requirements of the ATTrBuTe Test.

The TP should relate to all movements on and off the site (including all trips linked to the residents) but fails to include details of servicing and deliveries to the proposed development.

The action plan accompanying the TP lists the measures that would help achieve the shift towards more sustainable modes of transport. The action plan should however, be broken down to include short, medium and long term actions linked to specific measures.

Sections missing from the Travel Plan include: Securing and enforcement of the TP and Travel plan funding. The section on car usage does not provide enough evidence to substantiate its assertion that ‘...the requirement to travel by private car is minimal’ and this appears to be directly contradicted by census data for the ward.

No information is given regarding the mode split of the current site use so the impact of the site being converted to residential use on journeys to and from the site is not assessed. A full list of measures to be implemented should be included in the TP, rather than the minimal measures set out. Measures such as a- cycle club and cycle purchase vouchers etc. should be included, these could be linked into the car parking monitoring, with additional incentives required to be provided if on site parking reaches capacity and overflows on to the adjacent local roads.

The elements of the design that support sustainable travel should give specific details, such as the number of parking spaces proposed, including disabled bays (and possible car club bays), number of cycle storage spaces for each dwelling, number of electric vehicle charging points etc.

Highways Conclusion:

It is recommended to LB Enfield that they refuse the application on highways and transport grounds.

There are serious concerns about key aspects of the TA that need to be addressed prior to any possible future submission. As set out above there are also a number of concerns with the submitted TP.

In particular the proposed off-street parking provision is considered to be inadequate and consequently it is the view of LBB that it is highly likely that there will be a significant detrimental impact on nearby local roads, including residential roads in Barnet.

There are also concerns about the traffic survey data and predicted trip generation, and consequently the vehicular trip impact on the highway network; and also about the PTAL noted to be 3 (and part 2) where in fact it is 2.

For these reasons the submitted TA and TP are not considered to be fit for purpose as it fails to provide an accurate estimate the transport impacts of the proposed development or propose adequate mitigation measures.

### **3. CONCLUSION**

The proposed development for this site formerly in educational use fails to justify the use of this site for an exclusive residential use and does not fully consider alternative uses – or a mix of uses – that might be more appropriate for this site on the boundary of two boroughs. The impacts of the development in terms of social infrastructure provision – particularly school places and health provision – have not be fully considered and appropriate mitigation for any impacts experienced in Barnet have not been proposed. In addition the development does not respond to the characteristics of the surrounding area, and would impact upon important views across Metropolitan Open Land within Barnet.

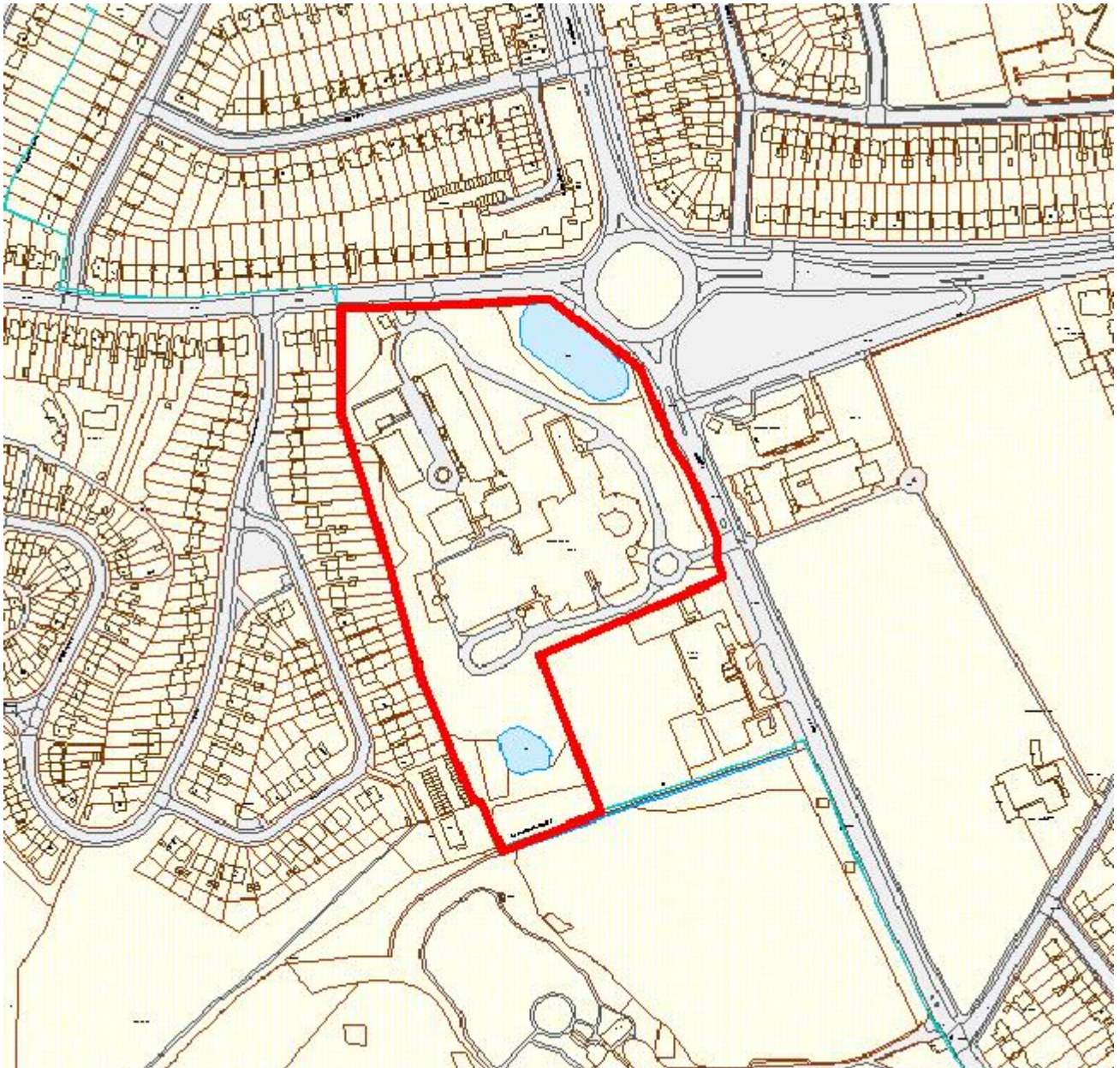
Significant loss of historic trees of high amenity and ecological value would result from the development which would have a detrimental impact upon the Biodiversity of the site including significant impacts upon protected species. Sufficient surveys, impact assessments and mitigation measures have not been provided and may not be dealt with by way of conditions.

The development of a significant and distinct area of Greenfield land as a part of the application site results in a scheme which is not sustainable.

The development would fail to provide a satisfactory level of parking and would result in a high level of overspill parking onto local Barnet Streets. The submitted Transport Assessment is inaccurate and is based on incorrect supporting information, it therefore fails to satisfactorily demonstrate the likely highway impacts. The submitted Travel Plan is inadequate when assessed against TfL's standards and no provision for public realm or Highway improvements to account for impacts within the London Borough of Barnet have been proposed.

It is therefore considered necessary to object to the application on the grounds set out in the report.

**Cat Hill Site Plan : B/00026/11/CNA**



**LOCATION:** Land opposite St Paul's Church, The Ridgeway, Mill Hill,  
London, NW7

**REFERENCE:** H/02848/10 **Received:** 12 July 2010  
**Accepted:** 12 July 2010

**WARD(S):** Mill Hill **Expiry:** 06 September 2010

**Final Revisions:**

**APPLICANT:** VSM Estates Ltd

**PROPOSAL:** Relocation of War Memorial.

**SUMMARY:**

The application is for the relocation of the Middlesex Regiment War Memorial from Inglis Barracks to The Ridgeway in Mill Hill. The application is before Members as the Memorial would be located on land in the stewardship of the Council and a Section 106 agreement is required to ensure its future maintenance. Determination of the application has been delayed while land ownership and maintenance issues have been resolved.

**RECOMMENDATION I:**

That the Assistant Director - Legal and Assistant Director of Planning and Development Management be instructed to invite the applicant and any other person having a requisite interest to enter by way of an agreement into a planning obligation under S106 of the Town and Country Planning Act 1990 and any other legislation which the Assistant Director - Legal considers is necessary for the purpose of seeking to secure the following:

- i) The Middlesex Regimental Association be paid £10,000 by the applicant and the Secretary of State for Defence, to manage and maintain the War Memorial in perpetuity, once it has been relocated to The Ridgeway;
- ii) within six months of the implementation of the redevelopment permission the applicant shall submit an application for the Stopping Up Order to the Council;
- iii) the applicant is to pursue the application for a Stopping Up Order to determination including, if necessary, supporting the application for an Order through a public inquiry;
- iv) within six months of the publication of the Stopping Up Order the applicant shall procure the relocation of the War Memorial from the existing site to the new site in accordance with the approved Method Statement.
- v) the applicant shall covenant with the Council to effect public liability insurance against any claims whatsoever arising from the placing or the presence of the War Memorial within the Highway. The minimum amount of public liability insurance shall be ten million pounds in respect of any one incident;
- vi) the paying of the council's legal and professional costs and preparing the agreement and any other enabling agreements.

## RECOMMENDATION II:

That upon completion of the above Section 106 agreement in accordance with recommendation I above the Assistant Director of Planning and Development Management be instructed to APPROVE the application ref: H/02848/10 under delegated powers and grant planning permission subject to the following conditions

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Photograph 1, Photograph 2, Photograph 3, Photograph 4, Plan 1, Plan2, Plan 3, Plan 4, Aerial Site plan, Method Statement for relocation of the War Memorial.

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.

## 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): HC1 and HC5

Core Strategy (Submission version) 2011: CS1 and CS5

Development Management Policies (Submission version)2011: DM01, DM03 and DM06

ii) The proposal is acceptable for the following reason(s): -

The proposal will help safeguard the future of this important War Memorial in a suitable location. The proposed relocation will allow the memorial to be more easily accessed by the public than the existing site, particularly for ceremonial events. The character and appearance of the Mill Hill conservation area will be preserved and enhanced by the relocated memorial.



## **1. MATERIAL CONSIDERATIONS**

### National Planning Policy Guidance/ Statements:

Planning Policy Statement 5 (PPS5): Planning and the Historic Environment

### Relevant Unitary Development Plan Policies:

HC1 and HC5

### Core Strategy (Submission version) 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 submitted its LDF Core Strategy Submission Stage document in August 2011. Therefore weight can be given to it as a material consideration in the determination of planning applications.

### Relevant Core Strategy Policies:

CS1 and CS5

The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

The Council submitted its Submission Stage document in September 2011. Therefore weight can be given to it as a material consideration in the determination of planning applications.

### Relevant Development Management Policies:

DM01, DM03 and DM06

### Mill Hill East Area Action Plan (AAP):

In addition to the above the current site of the War Memorial is covered by the Mill Hill East Area Action Plan which is a statutory planning document which forms part of the Barnet LDF. Policy MHE6 (Community Facilities, Shops and Services: Officers' Mess) advocates that the War Memorial will be retained in situ or sensitively relocated in the local area.

### Relevant Planning History:

H/04017/09 - Inglis Barracks, Price Close, Mill Hill East

Outline application for the comprehensive redevelopment of the site for residential led mixed use development involving the demolition of all existing buildings (excluding the former officers mess) 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, 3,470 sqm employment (B1) uses, a district energy centre (Sui generis) and associated open space, means of access, car parking and infrastructure (with all matters reserved other than access). Full application for the change of use of the former officers' mess to residential (C3) and health (D1) uses.

Approved 22nd September 2011

### Consultations and Views Expressed:

Neighbours Consulted: 10  
Neighbours Wishing To  
Speak

Replies: 0

### Internal /Other Consultations:

Design and Heritage - comments included in report.

Highways - No objection

Mill Hill Conservation Area Advisory Committee - No objection.

Mill Hill Preservation Society - support the proposal feeling that it is a very positive move and the new location would be highly appropriate given the proximity to the existing War Memorial and the regiments close association with St. Paul's Church.

War Memorials Trust - No objection subject to a method statement detailing how the memorial will be moved and rebuilt.

Date of Site Notice: 29 July 2010

## **2. PLANNING APPRAISAL**

### Site Description and Surroundings:

The memorial is proposed to be located on the grassed verge opposite St Paul's Church, the Ridgeway.

The grassed verge is bounded to the north east by the Ridgeway road, to the south west by a footpath and to the south-east and north-west by adjacent grassland. Mill Hill School is situated to the south and St Paul's Church is to the north. To the north-west, approximately 250m away is the Mill Hill War Memorial which is of a similar style and scale to the Middlesex memorial. The site falls within the Mill Hill conservation area.

### Background:

In addition to the requirement for planning permission to re-locate the War Memorial consent is required from the owners of the site to where it is to be relocated. The Ridgeway is owned by the Lord of the Manor of Hendon although the verge is maintained by the London Borough of Barnet. The Lord of the Manor of Hendon has given his consent for the War Memorial to be relocated to the proposed site. The on-going maintenance of the War Memorial is to be carried out by the Middlesex Regimental Association and a Section 106 agreement is required to secure this.

The Council is empowered under the Public Health Acts Amendment Act 1890, Section 42, to authorise the erection of statues or monuments in any street or public place within its area.

### Proposal:

The Middlesex Regiment War Memorial is currently located outside the Officers' mess at Inglis barracks, Mill Hill. This site falls within an area covered by the Mill Hill East Area Action plan(AAP) and is covered by a current planning consent (our ref: H/04017/09) for a comprehensive redevelopment of the site. The barracks are no longer operational and the site is currently vacant.

The AAP recognises the historic importance of the War Memorial and advocates that it should either be retained on site or sensitively relocated. Following discussions with representatives from the Middlesex Regiment it has been agreed that the memorial should be relocated.

The current proposal would see the relocation of the obelisk, the shallow plinth on which it stands and one width of paving to surround it. There is a lower part of stone carved with a dedication from the Prince of Wales which will also be incorporated as part of the relocation.

The memorial would be relocated on the grass verge opposite St Paul's church on the Ridgeway.

The memorial will be positioned in line with the entrance to St Paul's Church in the centre of the grassed verge. It will be orientated as follows:

- The plaque commemorating those lost in the 1st World War will face north east (facing St Paul's Church);
- the plaque commemorating those lost in campaigns from 1757 to 1913 will face south east (towards Inglis Barracks);
- the plaque commemorating those lost in the 2nd World War and the Korean War will face north west (towards the Mill Hill War Memorial);
- the blank facade will face south west (towards Mill Hill School).

The approximate dimensions of the memorial are:

- Height from the paving to the peak of the obelisk is approximately 4.5m.
- Width of the paving surrounding the memorial is approximately 2.5m.
- Width of the shallow plinth is approximately 1.6m.
- Widest width of the obelisk is approximately 1.1m

### Planning Considerations:

The War Memorial is currently located close to the Officers' mess entrance gates at Inglis Barracks. It commemorates the Middlesex Regiment and those who lost their lives in various campaigns including those between 1757-1913, WWI, WWII and the Korean War. The barracks is the former home of the Middlesex Regiment.

The Inglis barracks site is due to be comprehensively redeveloped and consequently, the MoD no longer have a presence on the site as all military activities have been transferred to RAF Northolt. The Middlesex Regimental Association, who are the guardians of the memorial, have indicated that it is now more appropriate for the memorial to be relocated to the proposed site, close to St Paul's church where they have close historical association.

The proposed location (opposite St Paul's church) has been identified on the basis of the Middlesex Regiment's strong historic connection with the Church, and has been agreed as the most appropriate siting by the vicar, regimental representatives and community representatives.

The memorial is of a similar style, scale and age to the existing Mill Hill War Memorial (and performs a similar cultural role/purpose), and should complement the existing character and appearance of the Mill Hill Conservation Area

The site opposite St Paul's church is considered to be appropriate given the wide expanse of level land laid to grass which allows for good public access. It is proposed to relocate the central elements of the memorial, including the stone obelisk, the shallow plinth on which it stands and a small area of stone paving around it.

The Heritage team have raised no objections to this proposal, subject to a number of conditions as it will help safeguard the future of this important War Memorial in a suitable location. The proposed relocation will allow the memorial to be more easily accessed by the public than the existing site, particularly for ceremonial events. The character and appearance of the Mill Hill conservation area will be preserved and enhanced by the relocated memorial.

### **3. COMMENTS ON GROUNDS OF OBJECTIONS**

None

### **4. EQUALITIES AND DIVERSITY ISSUES**

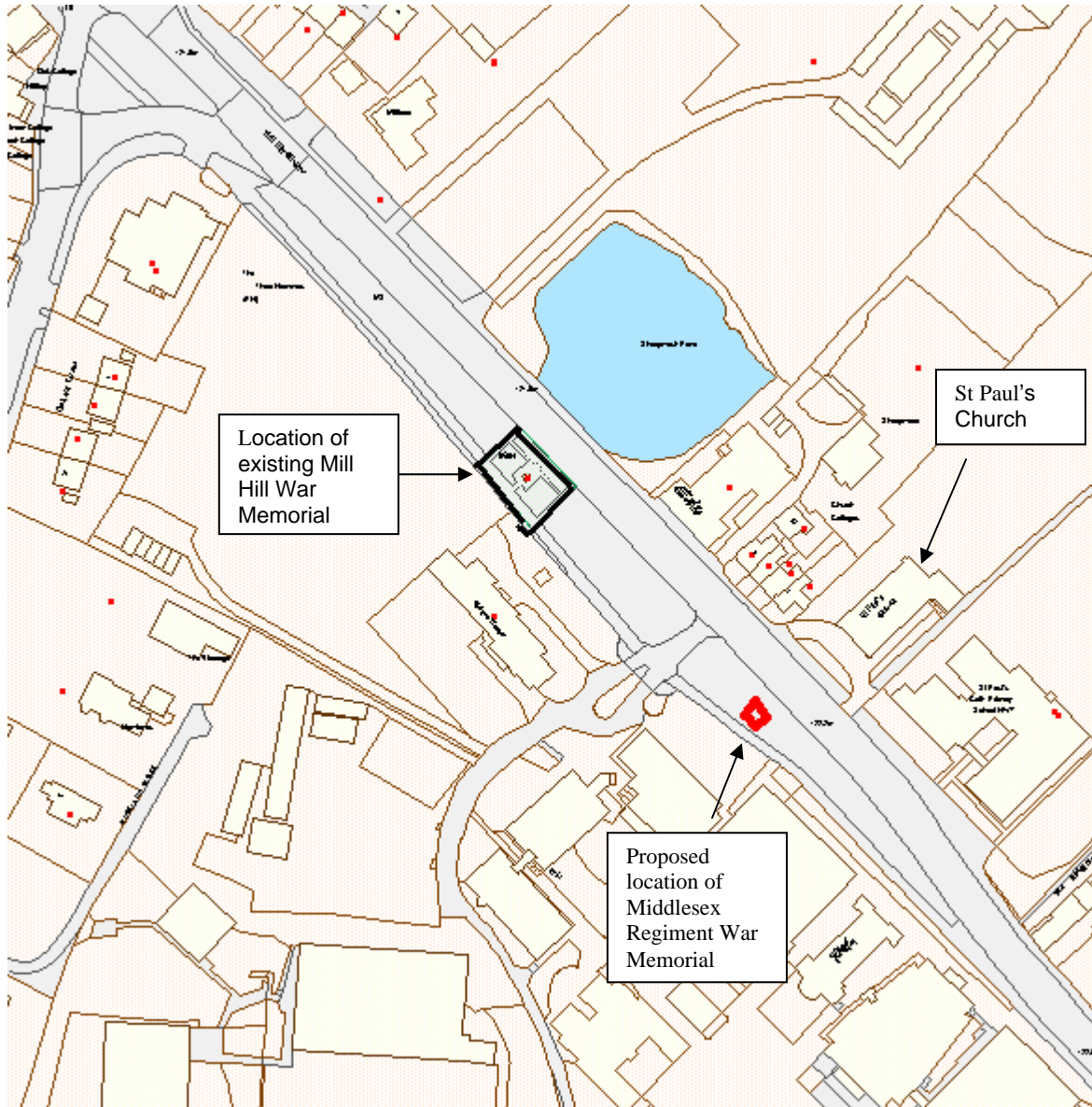
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities. The relocation of the memorial to the Ridgeway will enhance access to all sectors of the community.

## **5. CONCLUSION**

The proposal is considered acceptable and to accord with PPS5 and the requirements of policies HC1 and HC5 of the adopted UDP; policies CS1 and CS5 of the emerging core strategy; policies DM01, DM03 and DM06 of the LDF emerging Development Management Policies and Policy MHE6 of the Mill Hill East Area Action Plan. Accordingly, approval is recommended.

**SITE LOCATION PLAN: Land opposite St Paul's Church, The Ridgeway, Mill Hill, London, NW7**

**REFERENCE: H/02848/10**



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2011. All rights reserved. Ordnance Survey Licence number LA100017674.

**LOCATION:** Littleberries, The Ridgeway, London, NW7 1EH

**REFERENCE:** H/02985/11

**Received:** 15 July 2011

**Accepted:** 01 September 2011

**WARD:** Mill Hill

**Expiry:** 01 December 2011

**Final Revisions:**

**APPLICANT:** Legal Estates plc

**PROPOSAL:** Alterations and extensions and conversion of the Main House and chapel, West and East Lodges, the Croft, Laundry and School to accommodate 14 dwellings. Erection of 4No. additional semi-detached houses plus basement car parking. (Variation to planning permission reference H/03543/09 dated 23/12/2009 to incorporate an additional dwelling in the Main House, a garage block and alterations to other dwellings).

**RECOMMENDATION I:**

That the application be referred to the Secretary of State as a departure from the Development Plan.

**RECOMMENDATION II:**

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

- 1 Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
- 2 All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- 3 **Affordable Housing (financial) £51,000.00**  
A contribution towards the provision of Affordable Housing within the London Borough of Barnet.  
In addition, 40% of such sum (if any) of the remaining monies when the final abnormal costs are deducted from the allowance for abnormal costs will be payable to the Council as additional affordable housing contribution. This contribution shall be capped to a sum not exceeding £250,000. Abnormal costs are as defined in the submission by the applicant's quantity surveyor.

<b>4</b>	<b>Health</b> A contribution towards Health Facilities and Resources in the borough	<b>£26,334.00</b>
<b>5</b>	<b>Education Facilities (excl. libraries)</b> A contribution towards the provision of Education Facilities in the borough.	<b>£119,333.00</b>
<b>6</b>	<b>Libraries (financial)</b> A contribution towards Library Facilities and Resources in the borough	<b>£3,833.00</b>
<b>7</b>	<b>Monitoring of the Agreement</b> Contribution towards the Council's costs in monitoring the obligations of the agreement.	<b>£500.00</b>

The applicant has agreed to enter into a Deed of Variation in order to link the provisions of the Section 106 Agreement attached to the grant of planning permission reference H/03543/09, which secured the above, to the new application.

### **RECOMMENDATION III:**

That, subject to the application not being 'called in' by the Secretary of State, and upon completion of the agreement or relevant Deed of Variation, the Assistant Director of Planning and Development Management approve the planning application reference: H/02985/11 under delegated powers subject to the following conditions: -

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

Heritage Statement dated June 2009; Transport Statement prepared by Milestone Transport Planning dated June 2009; Extended Phase 1 Survey and Animal Walkover dated May 2009; An Archaeological Desk Based Assessment prepared by RPS dated June 2009; Project Specification for an Archaeological Evaluation by Jo Pine of Thames Valley Archaeological Services Ltd, dated 20th July 2010; Archaeological Evaluation by Jo Pine of Thames Valley Archaeological Services Ltd, dated September 2010; Bat Survey Details produced by Simon Boulter of RSK Carter Ecological Ltd dated 8th September 2010; Volume calculation Rev01 Oct 2011; Energy Statement by EcoFirst dated 1.6.09 Rev 3; Energy Statement Additional Note by EcoFirst dated 14.8.09; E-mail from Keith Wilcock of Stewart and Harris Ltd to Nick Beyer of the Environment Agency dated 13.11.09 plus attachments including: SUDS Strategy Drawing 09390/D1A; Flood Risk Assessment; Supplementary Information for Flood Risk Assessment prepared by Stewart and Harris dated November 2009; Summary of Results for 100 year Return Period Littleberries Soakaway 1 and 2. E-mail from Keith Wilcock of Stewart and Harris Ltd to Nick Beyer of the Environment Agency dated 16.11.09; Arboricultural Method statement and Tree Protection by B.J. Unwin Forestry



Consultant amended Dec 2011; 6118 D1001 Rev 1; LA01; 6118 D1020 Rev 00; Tree Retention and Protection Plan dated December '11; E11-041/TP/02 Rev A; 6118 D1220 Rev 00; 6118 D2220 Rev 06; 6118 D1700 Rev 00; 6118 D1100 Rev 01; 6118 D1102 Rev 01; 6118 D1104 Rev 01; 6118 D1107 Rev 01; 6118 D2700 Rev 01; 6118 D2016 Rev 02; SK LE-06; SK LE-07; 6118 D2104 Rev 02; 6118 D1210 Rev 00; SK LE-03; SK LE-21; 6118 D1160 Rev 00; SK LE-02 dated 26.10.11 proposed conservatory reduced to 2m in depth; 6118 D1150 Rev 00; 6118 D2150 Rev 06; SK LE-17; SK LE-18; SK LE-19; SK LE-20; 6118 D1230 Rev 00; SK LE-01 dated 20.1.12; 1008 LA 40 Rev D; 6118 D2021 Rev 02; 09390/D1 Revision A.

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. Before the development at the school site (marked phase 1 on drawing E11-041/TP/02A), hereby permitted, is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and any other changes proposed in the levels for the school site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the work is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access and the amenities of adjoining occupiers and the health of any trees on the site.

4. Before the development at the main house site (marked phase 2 on drawing E11-041/TP/02A) is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and any other changes proposed in the levels for the main house site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the work is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access and the amenities of adjoining occupiers and the health of any trees on the site.

5. The demolition works hereby permitted shall be undertaken in accordance with the Articles of Agreement between The Employer legal Estates PLC and The Contractor Wooldridge Construction Ltd dated 7th October 2010; Plan LA03 Demolition of Outbuildings dated 11.10.

Reason:

To preserve the established character of the Conservation Area pending satisfactory redevelopment of the site.

6. Before the development at the school site (marked phase 1 on drawing E11-041/TP/02A), hereby permitted, is commenced, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

7. Before the development at the main house site (marked phase 2 on drawing E11-041/TP/02A) is commenced, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

8. Part 1

Before development commences other than for investigative work:

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

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

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

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

## Part 2

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

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

9. Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the biomass boiler shall be submitted to and approved by the Local Planning Authority. It should also have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory.

A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. The approved mitigation scheme shall be implemented in its entirety before the use commences.

Reason:

To ensure that the amenities of neighbouring premises are protected from poor air quality arising from the development.

10. Before the development at the school site (marked phase 1 on drawing E11-041/TP/02), hereby permitted, is commenced, details of all extraction and ventilation equipment shall be submitted to and approved by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.

Reason:

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

11. Before the development at the main house site (marked phase 2 on drawing E11-041/TP/02), hereby permitted, is commenced, details of all extraction and ventilation equipment shall be submitted to and approved by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.

Reason:

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

12. The level of noise emitted from the mechanical ventilation plant 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.

The following information for all extraction units (including air conditioning, refrigeration) should be supplied:

1. The proposed hours of use of the equipment.
2. The sound pressure levels of the ventilation/ extraction system to be installed in decibels dB(A) at a specified distance from the equipment.
3. Details of where the equipment will be placed i.e. within or outside of the building, marked on to a scale map.
4. Details of silencers to be fitted, and other sound insulation measures to reduce any noise impacts on neighbours including their noise reduction in dB(A).

5. Distance away from noise sensitive premises and the nature of these premises e.g.: offices, housing flats or storage.

Reason:

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

13. No structure or erection with a height exceeding 1.05m above footway level shall be placed along the frontage of St Vincent's Lane from a point 2.4m from the highway boundary for a distance of 2.4m on both sides of the vehicular access(es).

Reason:

To prevent danger, obstruction and inconvenience to users of the adjoining highway and the premises.

14. Before the works hereby permitted commence, details of the enclosure for the stair access to the basement car park (including green roof) shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure a satisfactory appearance to the development located in a Conservation Area and to safeguard the historic and architectural character of the Listed Building.

15. No development shall take place at the school site (marked phase 1 on drawing E11-041/TP/02A) until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted, including joinery, windows, doors, gutters, walls and roofing and the hard surfaced areas (plus a brickwork sample panel large enough to show the brick mix, bond and mortar) have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason:

To safeguard the historic and architectural qualities of the Listed Building, and ensure that the new buildings and extensions make a positive contribution to the character or appearance of the Conservation Area.

16. No development shall take place at the main house site (marked phase 2 on drawing E11-041/TP/02A) until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted, including joinery, windows, doors, gutters, walls and roofing and the hard surfaced areas (plus a brickwork sample panel large enough to show the brick mix, bond and mortar) have been

submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason:

To safeguard the historic and architectural qualities of the Listed Building, and ensure that the new buildings and extensions make a positive contribution to the character or appearance of the Conservation Area.

17. All new facing brickwork on extensions or additions should be laid in a bond to match the existing, with pointing and mortar to match.

Reason:

To safeguard the historic and architectural qualities of the Listed Building, and ensure that the new buildings and extensions do not detract from the character or appearance of the Conservation Area.

18. Prior to the commencement of the development hereby permitted at the school site (marked phase 1 on drawing E11-041/TP/02A), details (at the stated scale) of the following shall be submitted to and approved in writing by the Local Planning Authority:

1. windows and doors (1:10) with glazing bars (1:1)
2. eaves, guttering and rainwater goods (1:10)
3. brickwork detailing (1:10)
4. Chimneys (1:10)
5. rooflights (1:10)
6. metal balustrading and stone steps (1:10)
7. boiler flues and other extract/ intake terminals (1:20)
8. signage and external lighting (1:20)

Development shall be carried out in accordance with the approved details.

Reason:

To ensure a satisfactory appearance to the development located in a Conservation Area and to safeguard the historic and architectural character of the Listed Building.

19. All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason:

In order to safeguard the special architectural or historic interest of the Listed Building.

- 20 No plumbing or pipes, other than rainwater pipes, shall be fixed on the external faces of the buildings unless shown on the approved drawings.

Reason:

To ensure a satisfactory appearance to the development located in a Conservation Area and to safeguard the historic and architectural character of the Listed Building.

21. Prior to the commencement of the development hereby permitted at the main house site (marked phase 2 on drawing E11-041/TP/02A) details (at the stated scale) of the following shall be submitted to and approved in writing by the local planning authority:

1. windows and doors (1:10) with glazing bars (1:1)
2. eaves, guttering and rainwater goods (1:10)
3. brickwork detailing (1:10)
4. Chimneys (1:10)
5. rooflights (1:10)
6. metal balustrading and stone steps (1:10)
7. boiler flues and other extract/ intake terminals (1:20)
8. signage and external lighting (1:20)

Development shall be carried out in accordance with the approved details.

Reason:

To ensure a satisfactory appearance to the development located in a Conservation Area and to safeguard the historic and architectural character of the Listed Building.

22. Before the development hereby permitted commences at the school site (marked phase 1 on drawing E11-041/TP/02A), details of all new rainwater goods and soil vent pipes on both the new buildings and extensions shall be submitted to, and agreed in writing by, the Local Planning Authority. Cast iron pipe work will be required.

Reason:

To ensure a satisfactory appearance to the development located in a Conservation Area.

23. Before the development hereby permitted commences at the main house site (marked phase 2 on drawing E11-041/TP/02A), details of all new rainwater goods and soil vent pipes on both the new garage buildings and extensions shall be submitted to, and agreed in writing by, the Local Planning Authority. Cast iron pipe work will be required.

Reason:

To ensure a satisfactory appearance to the development located in a Conservation Area.

24. No development shall take place at the school site (marked phase 1 on drawing E11-041/TP/02A) until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected, including the permitted points of access on to St Vincent's lane. The boundary treatment shall be completed before the dwellings are occupied. Development shall be carried out in accordance with the approved details and thus maintained to the satisfaction of the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway.

25. No development shall take place at the main house site (marked phase 2 on drawing E11-041/TP/02A) until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the dwellings are occupied. Development shall be carried out in accordance with the approved details and thus maintained to the satisfaction of the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway.

26. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order), the following operations shall not be undertaken to the dwellinghouses within the development hereby approved, without the prior specific permission of the Local Planning Authority: Classes A- H of Part 1 of Schedule 2 and class A of Part 2 of Schedule 2.



Reason:

It is necessary to withdraw relevant permitted development rights to prevent harm to the character and appearance of the Conservation Area, and ensure that the purposes of including the site within the Green Belt are not compromised.

27. A scheme of hard and soft landscaping for the school site (marked phase 1 on drawing E11-041/TP/02A), including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development at the school site, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development.

28. A scheme of hard and soft landscaping for the main house site (marked phase 2 on drawing E11-041/TP/02A), including details of existing trees to be retained and the proposed terraces of the rear of Littleberries House, shall be submitted to and agreed in writing by the Local Planning Authority before the development at the main house site, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development.

29. All work comprised in the approved scheme of landscaping for the school site (marked phase 1 on drawing LA02 revA) shall be carried out before the end of the first planting and seeding season following occupation of any part of the school site buildings or completion of the development of the school site, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development.

30. All work comprised in the approved scheme of landscaping for the main house site (marked phase 2 on drawing LA02 revA) shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings of the main house site or completion of the development of the main house site, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development.

31. Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme for the school site (marked phase 1 on drawing LA02 revA) 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.

32. Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme for the main house site (marked phase 2 on drawing LA02 revA) 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.

33. Before this development is commenced at the school site (marked phase 1 on drawing E11-041/TP/02A) details of the location, extent and depth of all excavations for drainage and other services in relation to trees on the site shall be submitted and approved in writing by the Local Planning Authority and the development carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature.

34. Before development is commenced at the main house site (marked phase 2 on drawing E11-041/TP/02A) details of the location, extent and depth of all excavations for drainage and other services in relation to trees on the site shall be submitted and approved in writing by the Local Planning Authority and the development carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature.

35. No site works or works on this development within the former school site (marked phase 1 on drawing LA02 revA) shall be commenced before temporary fencing has been erected around existing trees in accordance with the Arboricultural Method Statement and Tree Protection by BJ Unwin Forestry Consultancy (dated 11th August 2010, Treework Spec Amended Nov '10, New Garage Proposals Aug 2011 and amended Dec 2011) and Drawing Titled: Tree Retention and Protection Plan dated December'11 BJ Unwin Forestry Consultancy . This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing trees which represent an important amenity feature.

36. No site works or works on this development within the main house site (marked phase 2 on drawing LA02 revA) shall be commenced before temporary fencing has been erected around existing trees in accordance with the Arboricultural Method Statement and Tree Protection by BJ Unwin Forestry Consultancy (dated 11th August 2010, Treework Spec Amended Nov '10, New Garage Proposals Aug 2011 and amended Dec 2011) and Drawing Titled: Tree Retention and Protection Plan dated December'11 BJ Unwin Forestry Consultancy . This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing trees which represent an important amenity feature.

37. All new external works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason:

In order to safeguard the special architectural or historic interest of the Listed Buildings.

38. The works to trees, as detailed in the Arboricultural Method Statement and Tree Protection by BJ Unwin Forestry Consultancy (dated 11th August 2010, Treework Spec Amended Nov '10, New Garage Proposals Aug 2011 and amended Dec 2011) and Drawing Titled: Tree Retention and Protection Plan dated December'11 BJ Unwin Forestry Consultancy shall be carried out in accordance with the provisions of the Wildlife and Countryside Act 1981.

Reason:

To ensure that breeding birds, bats and other protected species would not be adversely affected by the development.

39. Prior to the commencement of development, a landscape and wildlife management plan to show how important landscape features will be maintained, and the site managed, to ensure that protected species and their habitat are not harmed during the development and to secure ecological

improvements, such as allowing bats access to areas of the retained buildings where they would have no impact on the residential parts of the buildings, as detailed in the Initial Bat Survey produced by RSK Group PLC, shall be submitted to and agreed in writing by the Local planning Authority.

Reason:

To protect important landscape features and ensure that protected species and their habitats are not affected by the development.

40. Before the development hereby permitted at the school site (marked phase 1 on drawing E11-041/TP/02A) is occupied the parking and garage spaces shown on Plan No.'s SK LE-03 Received 10.11.11; 6118 D2021 Rev 02; 6118 D2220 Rev 05 shall be provided and maintained and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason:

To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area.

41. Before the development hereby permitted at the main house site (marked phase 2 on drawing E11-041/TP/02A) is occupied the parking and garage spaces shown on Plan No.'s SK LE-17 Received 9.11.11 shall be provided and maintained and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason:

To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area.

42. The four new semi-detached houses and the laundry house shall achieve a Code Level 3 in accordance with the Code for Sustainable Homes Technical Guide (October 2008) (or such national measure of sustainability for house design that replaces that scheme), and deliver a 20% reduction in carbon emissions from total energy needs (heat, cooling and power) through on site generation of renewable energy. Alternatively the four new semi-detached houses and the laundry house shall achieve Code Level 4 in accordance with the Code for Sustainable Homes Technical Guide (October 2008) (or such national measure of sustainability for house design that replaces that scheme) with no requirement for on site renewable energy. No dwelling shall be occupied until a Final Code Certificate has been issued certifying that Code Level 3 or 4 has been achieved and this certificate has been submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the development is sustainable and complies with policies GSD & ENV2 of the adopted Unitary Development Plan (adopted 2006) and the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007).

43. Details to show how the biomass system will be maintained in full operation and used by residents thereafter shall be submitted to and agreed in writing prior to commencement of the development. The measures specified, plus those detailed in the Energy Statement prepared by EcoFirst Consult, shall be implemented before first occupation of each dwelling.

Reason:

To help ensure that the development achieves the carbon emission reductions specified in the Energy Statement and required by the London Plan.

44. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
- The scheme shall also include:
  - The provision of surface water drainage to soakaway from the following buildings and areas as labelled in drawing 09390/D1 Revision A:
    - Houses 1-4
    - The School House
    - The Laundry House
    - The Croft House
    - The East Lodge
    - Hardstanding for access and bin storage in the north eastern section of the School Site.
  - The use of permeable paving in all new parking bays.

Reason

To prevent the increased risk of flooding and to improve and protect water quality.

45. All site works or works on this development shall be in accordance with the Arboricultural Method Statement and Tree Protection by BJ Unwin Forestry Consultancy (dated 11th August 2010, Treework Spec Amended Nov '10, New Garage Proposals Aug 2011 and amended Dec 2011) and Drawing Titled: Tree Retention and Protection Plan dated December'11 BJ Unwin Forestry Consultancy, and Section 7 of British Standard BS5837: 2005 'Trees in Relation to Construction- Recommendations'.

Reason: To safeguard the health of existing trees which represent an important amenity feature.

- 46 The eleven Lifetime Home compliant, and three wheelchair accessible, housing units shall be provided in accordance with the details submitted in the application, prior to the occupation of each dwelling and shall be maintained as such thereafter.

Reason: To ensure that the development is accessible to all in accordance with policy 3.8 of the Mayor's London Plan.

**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, GBEnv3, GBEnv4, GParking, GWaste, D1, D2, D3, D4, D5, D6, D11, D12, D13, HC1, HC5, HC17, GGreenBelt, O1, O2, O3, O6, M13, M14, GH1, GH2, GH3, H2, H5, H8, H16, H17, H18, CS8, CS13

Core Strategy (Submission version) 2011:

CS4, CS5, CS7

Development Management Policies (Submission version)2011:

DM01, DM02, DM03, DM04, DM06, DM08, DM10, DM15, DM16, DM17

ii) The proposal is acceptable for the following reason(s): -

The proposed development is considered to be acceptable for this sensitive Green Belt site, which contains a number of important listed buildings and other historic buildings in this conservation area setting.

2. Any alteration to the existing crossover or new crossovers will be subject to detailed survey by the Crossover Team in Highways Group as part of the application for crossover under Highways Act 1980 and would be carried out at the applicant's expense. An estimate for this work could be obtained from London Borough of Barnet, Highways Group, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP .

The applicant will be liable for any costs associated with removal or relocation of any street furniture to facilitate construction of the crossover.

3. In complying with the contaminated land condition parts 1 and 2:  
Reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
- 1) The Environment Agency CLR & SR Guidance documents;
  - 2) Planning Policy Statement 23 (PPS 23) - England (2004);
  - 3) BS10175:2001 Investigation of potentially contaminated sites - Code of Practice;
  - 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH.

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

4. The report submitted to the LPA should be written in accordance with the following guidance: 1) NSCA Guidance: Development Control Planning for Air Quality and the Planning Policy; 2) Environment Act 1995 Air Quality Regulations, Planning Policy Statement 23: Planning and Pollution Control, Annex 1: Pollution Control, Air and Water Quality; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils' Air Quality and Planning Guidance, revised version January 2007; 5) The report should also have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network.
5. Your attention is drawn to the fact that this decision is subject to a Section 106 Planning Obligation.
6. Any and all works carried out in pursuance of this planning permission will be subject to the duties, obligations and criminal offences contained in the Wildlife and Countryside Act 1981 (as amended). Failure to comply with the provisions of the Wildlife and Countryside Act 1981 (as amended) may result in a criminal prosecution.

#### **RECOMMENDATION IV:**

That if an agreement or Deed of Variation has not been completed by 14/4/2012, that unless otherwise agreed in writing, the Assistant Director of Planning and Development should REFUSE the application H/02985/11 under delegated powers for the following reason:

The development does not include a formal undertaking to provide: a contribution to affordable housing to meet the demand for such housing in the area, financial contributions towards the additional pressure, created by the development, that will be placed on existing library, education and health facilities. Further, it does not include details of how the monitoring of the undertaking will be met. All the above are

necessary for the proposal to be acceptable, therefore it is contrary to policies H5, H8, CS8, CS13, IMP1 and IMP2 of the Adopted Barnet Unitary Development Plan (May 2006), policies 3.11, 3.12, 3.13 and 8.2 of the London Plan and the Barnet Supplementary Planning Documents: Contributions to Library Services from Development (February 2008), Contributions to Education from Development (February 2008), Contributions to Health Facilities (July 2009), Affordable Housing (February 2007) and Planning Obligations (September 2006).

## **1. MATERIAL CONSIDERATIONS**

### National Planning Policy Guidance/ Statements:

PPS1 Delivering Sustainable Development

PPG2 Green Belts

PPS3 Housing

PPS5 Planning for the Historic Environment

PPS9: Biodiversity and Geological Conservation

PPG13 Transport

PPS25 Development and Flood Risk

### The Mayor's London Plan: July 2011

Policy 1.1 Delivering the Strategic Vision and Objectives for London

Policy 3.3 Increasing Housing Supply

Policy 3.4 Optimising Housing potential

Policy 3.5 Quality and Design of Housing Development

Policy 3.6 Children and Young People's Play and Informal Recreation Facilities

Policy 3.8 Housing Choice

Policy 3.9 Mixed and balanced Communities

Policy 3.10 Definition of affordable housing

Policy 3.11 Affordable Housing Targets

Policy 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

Policy 3.13 Affordable Housing Thresholds

Policy 5.1 Climate Change Mitigation

Policy 5.2 Minimising Carbon Dioxide Emissions

Policy 5.3 Sustainable Design and Construction

Policy 5.7 Renewable Energy

Policy 5.10 Urban Greening

Policy 5.12 Flood Risk Management

Policy 5.13 Sustainable Drainage

Policy 5.21 Contaminated Land

Policy 6.13 Parking

Policy 7.1 Building London's Neighbourhoods and Communities

Policy 7.2 An Inclusive Environment



Policy 7.3 Designing out Crime  
Policy 7.4 Local Character  
Policy 7.6 Architecture  
Policy 7.8 Heritage Assets and Archaeology  
Policy 7.16 Green Belt  
Policy 7.21 Trees and Woodland  
Policy 8.2 Planning Obligations

Relevant Unitary Development Plan Policies:

GBEnv1, GBEnv2, GBEnv3, GBEnv4, GParking, GWaste, D1, D2, D3, D4, D5, D6, D11, D12, D13, HC1, HC5, HC17, GGreenBelt, O1, O2, O3, O6, M13, M14, GH1, GH2, GH3, H2, H5, H8, H16, H17, H18, CS8, CS13

Strategic Supplementary Planning Guidance (SPG):

Mayor of London SPG: Providing for Children and Young People's Play and Informal Recreation (March 2008)  
Mayor of London SPG: Planning for Equality and Diversity in London (October 2007)  
Mayor of London SPG: Sustainable Design and Construction (May 2006)  
Mayor of London SPG: Accessible London: Achieving an Inclusive Environment (April 2004)  
Mayor of London SPG: Housing (November 2005)

Mayor of London SPG (draft): Housing (December 2011)

Mayor of London SPG (draft): Affordable Housing (November 2011)

Local Supplementary Planning Documents:

Barnet SPD: Health and Social Care  
Barnet SPD: Contributions to Education from Development (February 2008)  
Barnet SPD: Contributions to Library Services from Development (February 2008)  
Barnet SPD: Sustainable Design and Construction (June 2007)  
Barnet SPD: Affordable Housing (February 2007)  
Barnet SPD: Planning Obligations (Section 106) (September 2006)  
Mill Hill Conservation Area Character Appraisal Statement

Core Strategy (Submission version) 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 submitted its LDF Core Strategy Submission Stage document in August 2011. Therefore weight can be given to it as a material consideration in the determination of planning applications.

Relevant Core Strategy Policies:CS4, CS5, CS7

The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

The Council submitted its LDF Development Management Policies Submission Stage document in September 2011. Therefore weight can be given to it as a material consideration in the determination of planning applications.

Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM08, DM10, DM15, DM16, DM17

Relevant Planning History:

Relevant Planning History:

<b>Application:</b>	Planning	<b>Number:</b>	H/02116/09
<b>Validated:</b>	16/06/2009	<b>Type:</b>	APF
<b>Status:</b>	DEC	<b>Date:</b>	15/09/2009
<b>Summary:</b>	REFUSED	<b>Case Officer:</b>	Deirdre Jackman
<b>Description:</b>	Conversion of the Main House (formerly Provincial House) and chapel to accommodate 8 residential units involving partial demolition, alterations and extensions. Creation of additional car parking. Alterations and extensions to the West and East Lodges, the Croft, the Laundry and the School House and use of the resulting buildings as 5 dwellinghouses. Erection of 4 semi-detached houses. Creation of basement car park accessed via St Vincent's Lane. Associated landscaping work.		

<b>Application:</b>	Planning	<b>Number:</b>	H/02117/09
<b>Validated:</b>	16/06/2009	<b>Type:</b>	LBC
<b>Status:</b>	DEC	<b>Date:</b>	23/12/2009
<b>Summary:</b>	APC		
<b>Description:</b>	Conversion of the Main House (formerly Provincial House) and chapel to accommodate 8 residential units involving partial demolition, internal and external alterations, and extensions. (LISTED BUILDING CONSENT)		

<b>Application:</b>	Planning	<b>Number:</b>	H/02118/09
<b>Validated:</b>	16/06/2009	<b>Type:</b>	CAC
<b>Status:</b>	DEC	<b>Date:</b>	23/12/2009
<b>Summary:</b>	APC		

**Description:** Demolition of the Laboure building, the play hall, annex classroom block, garages, garden buildings and a number of walls. (CONSERVATION AREA CONSENT)

**Application:** Planning **Number:** H/03543/09  
**Validated:** 01/10/2009 **Type:** APF  
**Status:** DEC **Date:** 23/12/2009

**Summary:** APL

**Description:** Conversion of the Main House (formerly Provincial House) and chapel to accommodated 8 residential units involving partial demolition, alterations and extensions. Creation of additional car parking. Alterations and extensions to the West and East Lodges, the Croft, the Laundry and the School House and use of the resulting buildings as 5 dwelling houses. Erection of 4 semi-detached houses. Creation of basement car park accessed via St Vincent's Lane. Associated landscaping works.

**Application:** Planning **Number:** H/03737/10  
**Validated:** 14/09/2010 **Type:** CON  
**Status:** DEC **Date:** 28/03/2011

**Summary:** AP

**Description:** Submission of details of conditions 6 (Programme of Archaeological Work), 7 (Archaeological Project Design), 25 (Trees - Protective Fencing), 27 (Bat Survey), 34 (Method Statement - Trees) and 35 (Tree Works - Detailed Specification) pursuant to planning permission H/03543/09 dated 23/12/09.

**Application:** Planning **Number:** H/04280/10  
**Validated:** 25/10/2010 **Type:** CON  
**Status:** DEC **Date:** 17/11/2010

**Summary:** AP

**Description:** Submission of details of condition 3 (Redevelopment Works - Contract) pursuant to planning permission H/03543/09 dated 23/12/09.

H/00050/11 New condition numbered 37 to be added to planning permission reference

H/03543/09 dated 23.12.09 to read: The development hereby permitted shall be carried

out in accordance with the approved plans. Approved 14.1.11

H/00337/11 Variation of condition 37 of planning permission reference H/03543/09 to include the following minor material amendments to the 4 approved semi-detached

houses: 1. Tile hung gables to the front elevation. 2. Hipped roofs to front dormers.

3. Canopies to the front doors on the front elevation. Approved 27.7.11

Consultations and Views Expressed:

Neighbours Consulted: 154  
Neighbours Wishing To 0  
Speak

Replies: 2

The objections raised may be summarised as follows:

- Traffic generated by the number of dwellings will create an unbearable load on the already congested Ridgeway
- Village area slowly being destroyed by local traffic
- Needs to be a limit on cars coming in to this small area
- Increase in traffic negatively impacting on quality of life
- buses cannot pass on The Ridgeway due to parked cars
- access in and out of the site will be dangerous
- parking for visitors will bring more cars to park on village kerbs
- Former use did not generate traffic
- Wrong that religious building is turned into exclusive homes
- Number of dwellings too high
- Chapel should be a focal point for the community
- Erection of further dwellings will spoil the character and appearance of the site
- reduction of green space in what should be a protected green belt area
- No need to turn what was a tasteful and appropriate plan into yet another over crowded over developed site with the permanent destruction of the look and feel of this historic collection of buildings

Internal /Other Consultations:

- English Heritage (Archaeology) have confirmed that, following receipt of the relevant reports, nothing of significance was found and there is no archaeological objection to construction commencing.
- English Heritage -Listed Build - This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.
- Environment Agency - No objection subject to the attachment of the recommended condition.

Mill Hill Preservation Society -

- When the Society viewed the original application (ref H/03543/09) the Society felt it was a well considered scheme just about appropriate in size and content from the buildings retained, the site and the surrounding area, bearing in mind the location in the Green Belt and the Conservation Area. Had the new garage blocks been included the Society would have opposed the original scheme.
- The parking arrangement on the approved application seemed adequate and appropriate. The application for 2 new garage blocks, in addition to the originally proposed parking, is an over provision of car parking.

- The new garage blocks located in a green area with a new roadway represent an unacceptable intrusion into the Green belt and damages the Conservation Area.
  - There will be a significant loss of mature trees, shrubs and wildlife and this will adversely affect the character of the area. The trees and shrubs will be lost in addition to the ones already lost under the original proposals and some carry Tree Preservation orders. As the trees to be lost are mature a bat survey would be appropriate.
  - The garage block, new roadway and loss of trees are totally unacceptable and the application should be refused.
- Traffic & Development - the proposal is acceptable on highways grounds.
  - Environmental Health - It is recommended that conditions be attached to deal with the issues of potential contamination, the biomass boiler and individual wood burning stoves, and potential noise if mechanical ventilation systems are going to be introduced.
  - Greater London Authority - The application does not raise any further strategic planning issues than those which were satisfactorily resolved as part of the approved planning permission. Provided that the appropriate affordable housing provisions are secured via the Section 106 agreement, the Mayor of London does not need to be consulted further on this application.
  - CAAC - The Committee were opposed to this proposal on the grounds that it was incremental development in the Green Belt, damaging to the Conservation Area by virtue of its size and appearance, over provision of parking and, if thought essential, should have been provided for in the original planning application.

Date of Site Notice: 15 September 2011

## **2. PLANNING APPRAISAL**

### Site Description and Surroundings:

The application relates to the Littleberries estate and the former St Vincent's school site. The main house, formally known as Provincial House, and the adjacent chapel, are Grade II listed, as is the temple located at the end of the long terraced avenue. The estate was formally used as a convent by the Order of the Daughters of Charity and St Vincent de Paul. The nuns have since relocated to The Priory across the road.

The former St Vincent's school area is occupied by single storey, stock brick classroom buildings, The Croft (former stables in residential use) and the Laundry, which forms part of the boundary wall. Laboure House, a large, three storey red brick

faced block with a turquoise roof, erected circa 1960's has been demolished under Conservation Area Consent (ref H/02118/09) thus opening up views of the chapel.

The Littleberries Estate is located within the designated Green Belt. The site is also in the Mill Hill Conservation Area and the North Barnet/ Arkley/ Totteridge Area of Special Character, and is within a Local Area of Special Archaeological Interest.

#### Proposal:

Planning permission was granted on 23/12/2009 (our ref H/03543/09) for the 'Conversion of the Main House (formerly Provincial House) and chapel to accommodate 8 residential units involving partial demolition, alterations and extensions. Creation of additional car parking. Alterations and extensions to the West and East Lodges, the Croft, the Laundry and the School House and use of the resulting buildings as 5 dwelling houses. Erection of 4 semi-detached houses. Creation of basement car park accessed via St Vincent's Lane. Associated landscaping works'.

The application is a variation to planning permission H/03543/09 to incorporate an additional dwelling in the main house (total 9 units), a garage block accommodating 10 garage spaces and alterations to the dwellings approved in the former school grounds. To allow the development to be implemented in 2 phases, starting with the former school site, a number of recommended conditions have been split into 2. This would allow development to proceed on the school site, once the conditions have been satisfactorily discharged, before all conditions have been discharged on the historically sensitive main house. The agreed S106 contributions (other than the payment to the Council of 40% of such sum (if any) of the remaining monies when the final abnormal costs are deducted from the allowance for abnormal costs) would remain payable when the permission has been granted and implemented by the carrying out of a material operation.

#### Planning Considerations:

##### Proposed Garage Block

The garages would be built approx 40m to the west of the main house, sited on land currently occupied by a greenhouse and store. The garages would comprise 2 facing blocks, each accommodating 5 garages. The blocks would be 15m long, 6m deep. The ridge height of 3.6m would be approx 1m lower than that of the existing store, 0.3m lower than the existing greenhouse. The ridge height of the southern garage block would be just visible above the boundary wall fronting The Ridgeway, when viewed from the higher vantage point of the grassed island fronting the Methodist Church opposite. In light of the siting 23m from the boundary of the site, and the fall in levels from south to north across the site, it is considered that the introduction of 2 garage blocks in this portion of the site would not detract from the setting of the listed

building, the character of the conservation area or the openness of this part of the green belt.

Following negotiations, the width of the proposed access way serving the garage block has been reduced. The oak tree, formally proposed to be removed to accommodate the road way, would be retained. One juniper tree would be removed to facilitate the works. This tree is towards the rear of the area and its public visibility is somewhat limited. Given the existing and proposed planting in this area a like for like replacement is not justified and its removal would be acceptable. As a conifer, the juniper tree is very unlikely to host a bat roost, particularly with other more suitable trees in the close vicinity. The arboricultural method statement includes, in the tree work conditions, the requirement to check for nesting birds and bats before undertaking works to trees.

The previous grant of planning permission approved 17 car parking spaces (an increase of 5 from that existing) on the green fronting the main house. Three car parking spaces would also have been provided between the West Lodge and the main House. These 3 car parking spaces are no longer proposed, whilst the number of car parking spaces on the green fronting the house would remain at 12. This, together with the provision of 10 garage spaces would satisfy the car parking standard of 2 spaces per residential unit and would not represent an over provision.

#### Additional Unit to Main House

As approved, Provincial House (the central and oldest section of the house) would be divided vertically into three units. This, in historical terms, is the most significant part of the existing sequence of buildings. The central residence would be accessed via the original entrance, whilst the west and east wings would be entered through new entrances on the front (south) facade.

The additional unit proposed would be accommodated in the west wing of Provincial House. The approved 4 bedroom unit would be replaced by 2 apartments, one 2 bed and one three bed. The units would be accessed by the single approved entrance on the front facade. The proposed works to facilitate the conversion would be respectful of the special interest of the building and would not impact on the building's internal fixtures, fittings or layout which are of architectural or historic interest. .

#### Alterations to the Approved Dwellings in the former St Vincent's School Site

##### 1. Additional Glazing and new Entrance Treatment to the School House

No objection is raised to the additional glazing in the approved gable ended extension, which would remain in keeping with the Arts and Crafts architecture of the original building. The glazing would incorporate window reveals to match that existing. Further the detail of the barge board and eaves overhang would correspond with the existing gable.

## 2. Conservation Roof lights to the School House

The conservation roof lights proposed, 2 to the front elevation 2 to the rear, would not exceed 610mm by 460mm and would be acceptable additions in the roof scape.

## 3. Additional load bearing wall to Laundry House

The introduction of the additional internal wall would not impact on the external appearance of the house or the character of the Conservation Area.

## 4. Conservatory Extension to East Lodge

Following negotiations the depth of the extension has been reduced to 2m's (3.8m previously proposed). The extension would be in keeping with the scale and appearance of the building, would not be unduly dominant and would not compromise the character and appearance of the house.

## 5. The Croft. Removal of small windows on east and west elevations of The Croft and replacement with timber framed dormers to match the existing on the west elevation. Removal of doors at north elevation and replacement with a timber frame window at 1<sup>st</sup> floor and timber framed double doors at ground level

The alterations would be acceptable incorporating half brick window reveals to match those on the front elevation. The east, west and north elevations of the house would be rendered. The brick south elevation, fronting The Ridgeway, would remain brick faced and would be repointed. The additions and alterations proposed would be acceptable and would not detract from the appearance of the dwelling or the character of this part of the Conservation Area.

## Green Belt Considerations

In determining the extant grant of planning permission, it was recognised that the demolition of existing buildings that are sprawled insensitively across the site, harming the open character of the Green Belt, the character and appearance of the conservation area and the setting of the listed chapel and Provincial house would contribute to the openness of the site. The development as amended, incorporating the proposed garages, would result in an almost 10% reduction of built development volume above ground level on the site. The garages, by virtue of their siting, would concentrate the built development within an appropriate linear footprint (reflecting the linear pattern of built development along the Ridgeway) on previously developed land, without compromising the advantage of freeing a significant area of the site from the sprawl of ad hoc outbuildings. The development would, therefore, satisfy the purposes of including land in Green Belts, as detailed in PPG2. In addition, the heritage benefits of bringing back into use a vacant listed building, and improving the setting of the listed buildings on site, are accepted as justifying very special circumstances.



## Character and Appearance of the Conservation Area

As detailed in the Mill Hill Conservation Area Character Appraisal Statement, the area is characterised by institutional buildings, particularly religious institutions and schools, interspersed with clusters of modest houses, along the long linear route of The Ridgeway. The amendments and alterations proposed to the approved dwellings in the former school site, and the introduction of one additional dwelling in the Listed Building proposed, would not detract from the character and appearance of the Conservation Area and would maintain the relatively modest, low key appearance of the approved scheme.

A great deal of attention was given, in the determination of the extant scheme, to the height, detailing, form and materials of the proposed buildings to ensure that the resulting development does not only contribute to the openness of the Green Belt, but also makes a positive contribution to the character and appearance of the Conservation Area. The introduction of the appropriately designed, sited and detailed garage blocks would not compromise this contribution.

## Section 106 Contributions

Policy H5 of the UDP states that the local authority will seek the maximum reasonable level of affordable housing on sites of 10 or more units, or 0.4 hectares or greater. A financial toolkit appraisal was submitted under application H/03543/09 to demonstrate that it is not financially viable to provide any affordable housing contribution for this site. An independent assessment of the toolkit was undertaken. Following the independent assessment, the applicant agreed a contribution of £51,000 towards an affordable housing contribution. One of the key concerns raised by the independent assessment related to the circa £1,000,000 of abnormal costs included in the cost plan and the viability appraisal. Whilst it is not unusual for a scheme such as this to indicate a high allowance for abnormal costs which may or may not be required, it was advised that this element be re-visited to ensure that the Council can satisfy itself that the maximum level of affordable housing contribution has been secured.

A section 106 agreement attached to H/03543/09 secured payment to the Council of 40% of such sum (if any) of the remaining monies when the final abnormal costs are deducted from the allowance for abnormal costs. The independent assessor confirmed that this was an appropriate split and should be capped to a sum not exceeding £250,000. To ensure full transparency of the accounting of the abnormal costs, the agreement set out the headings of these costs, as indicated in the submission by the applicant's quantity surveyor. Further in line with the Council's Supplementary Planning Documents on contributions to education, health and libraries, financial contributions were agreed towards health facilities (£26,334.00), education (119,333.00) and libraries (£3,833.00) as well as the Council's costs of monitoring the progress of the proposal and the fulfilment of the obligation (£500).

The applicant has agreed to enter into a Deed of Variation in order to link the provisions of the Section 106 Agreement attached to the grant of planning permission reference H/03543/09 to the new application.

### **3. COMMENTS ON GROUNDS OF OBJECTIONS**

- Largely addressed in the report above and the previous determination of the extant grant of planning permission.
- One additional dwelling would be created as a result of the proposed revision to the extant grant of planning permission. The alterations to the parking proposed would result in 22 parking spaces being provided for 11 dwellings (Main House and East and West Lodge). The parking ratio is considered acceptable and the Traffic and Development Team have raised no objections on access or traffic generation grounds.

### **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 proposed development, as amended, is considered to be acceptable for this sensitive site, which contains a number of important listed buildings and other historic buildings in this conservation area and green belt setting. Having taken all material considerations into account it is considered that, subject to the Deed of Variation and compliance with the attached conditions, the proposal would be in accordance with the Council's policies and guidelines. The scheme would be appropriate in this Conservation Area and Green Belt setting.

**SITE LOCATION PLAN: Littleberries, The Ridgeway, London, NW7 1EH**

**REFERENCE: H/02985/11**



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2011. All rights reserved. Ordnance Survey Licence number LA100017674.

**LOCATION:** Littleberries, The Ridgeway, London, NW7 1EH

**REFERENCE:** H/03026/11

**Received:** 15 July 2011

**Accepted:** 01 September 2011

**WARD(S):** Mill Hill

**Expiry:** 27 October 2011

**Final Revisions:**

**APPLICANT:** Legal Estates plc

**PROPOSAL:** Conversion of the Main House (formerly Provincial House) and chapel to accommodate 9 residential units involving partial demolition, internal and external alterations, and extensions. (LISTED BUILDING CONSENT). (Variation to Listed Building Consent Ref H/02117/09 dated 2/12/09 to incorporate an additional dwelling in the main house.)

**RECOMMENDATION: Approve Subject to Conditions**

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

Heritage Statement dated June 2009; Littleberries Gazetteer of Internal Fixtures and Fittings of Architectural or Historic Interest by Alan Baxter June 2009; Littleberries Method Statement for Protection of Works as Listed in Gazetteer Originally issued by Heronsbrook 18/3/11 revised 07/11/11; LA01; 6118 D1700 Rev 00; 6118 D1100 Rev 01; 6118 D1102 Rev 01; 6118 D1104 Rev 01; 6118 D1107 Rev 01; 6118 D2700 Rev 01; 6118 D2016 Rev 02; SK LE-06; SK LE-07 Amended Plan Received 9.11.11; 6118 D2104 Rev 02

Reason:

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

2. This work must be begun not later than three years from the date of this consent.

Reason:

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

3. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted, including joinery, windows, doors, gutters, walls and roofing and the hard surfaced areas (plus a brickwork sample panel large enough to show the brick mix, bond and mortar) have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To safeguard the historic and architectural qualities of the Listed Building, and ensure that the new buildings and extensions make a positive contribution to the character or appearance of the Conservation Area.

4. All new facing brickwork on extensions or additions should be laid in a bond to match the existing, with pointing and mortar to match.

Reason:

To safeguard the historic and architectural qualities of the Listed Building, and ensure that the extensions and alterations do not detract from the character or appearance of the Conservation Area.

5. Prior to the commencement of the development hereby permitted, details (at the stated scale) of the following shall be submitted to and approved in writing by the Local Planning Authority:

1. windows and doors, internal and external (1:10) with glazing bars (1:1)
2. dormers (1:10)
3. eaves, guttering and rainwater goods (1:10)
4. brickwork detailing (1:10)
5. Chimneys (1:10)
6. rooflights (1:10)
7. balustrading and stone steps (1:10)
8. boiler flues and other extract/ intake terminals (1:20)
9. signage and external lighting (1:20)
10. architraves, skirtings, dados, fireplaces, staircases, cornices, timber panelling, lighting, flooring, method of infilling doorways between adjoining units, solar panels (1:10) Development shall be carried out in accordance with the approved details.

Reason:

To ensure a satisfactory appearance to the development located in a Conservation Area and to safeguard the historic and architectural character of the Listed Building.

6. All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason:

In order to safeguard the special architectural or historic interest of the Listed Building.

7. Before the development hereby permitted commences, details of all new rainwater goods and soil vent pipes shall be submitted to, and agreed in writing by, the Local Planning Authority. Cast iron pipework will be required.

Reason:

To ensure a satisfactory appearance to the development located in a Conservation Area and to safeguard the historic and architectural character of the Listed Building.

8. No plumbing or pipes, other than rainwater pipes, shall be fixed on the external faces of the building unless shown on the approved drawings.

Reason:

To ensure a satisfactory appearance to the development located in a Conservation Area and to safeguard the historic and architectural character of the Listed Building.

9. The works to the Listed Building hereby approved shall be carried out in accordance with the 'Littleberries Method Statement for Protection of Works as Listed in Gazetteer Originally issued by Heronsbrook 18/3/11 revised 07/11/11' which demonstrates how the retained elements of interest (as identified in the gazetteer of Internal Fixture and Fittings of Architectural or Historic Interest prepared for Legal Estates PLC by Alan Baxter June 2009), are to be protected against accidental damage during the building work. No such elements may be disturbed or removed, temporarily or permanently, except as indicated on the approved drawings or with the prior approval of the Local Planning Authority.

Reason:

In order to safeguard the special architectural or historic interest of the Listed Building.

10. A scheme of hard and soft landscaping, including details of existing trees to be retained and the terraces to the rear, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development located in a Conservation Area and to safeguard the historic and architectural character of the Listed Building.

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

Reason:

To ensure a satisfactory appearance to the development.

12. 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.

## **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):

HC1, HC5, HC17

Core Strategy (Submission version) 2011:

CS5

Development Management Policies (Submission version)2011:

DM06

ii) The proposal is acceptable for the following reason(s): -

The proposed works are considered to be respectful to the architectural and historic interest of the buildings and the key internal and external features will be retained in-situ. The proposals would therefore preserve the special interest of the buildings.

2. The use of recessed ceiling downlighters will not be permitted without the necessary Listed Building Consent.

### **1. MATERIAL CONSIDERATIONS**

National Planning Policy Guidance/ Statements:

PPS5 Planning for the Historic Environment

The Mayor's London Plan: July 2011

Policy 7.8 Heritage Assets and Archaeology

Relevant Unitary Development Plan Policies:

HC1, HC5, HC17

Local Supplementary Planning Documents:

Mill Hill Conservation Area Character Appraisal Statement

Core Strategy (Submission version) 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 submitted its LDF Core Strategy Submission Stage document in August 2011. Therefore weight can be given to it as a material consideration in the determination of planning applications.

Relevant Core Strategy Policies:  
CS5

The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

The Council submitted its LDF Development Management Policies Submission Stage document in September 2011. Therefore weight can be given to it as a material consideration in the determination of planning applications.

Relevant Development Management Policies:  
DM06

Relevant Planning History:

H/02117/09 Conversion of the Main House (formerly Provincial House) and chapel to accommodate 8 residential units involving partial demolition, internal and external alterations, and extensions. (LISTED BUILDING CONSENT). Approved subject to conditions 2.12.09.

Internal /Other Consultations:

- English Heritage -Listed Build - This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.
- English Heritage (Archaeology) have confirmed that, following receipt of the relevant reports, nothing of significance was found and there is no archaeological objection to construction commencing.
- Secretary of State for Communities and local Government has considered the information and does not require the application to be referred to him.

Date of Site Notice: 15 September 2011

**2. PLANNING APPRAISAL**

See report for H/02985/11 also on this agenda.

Site Description and Surroundings:

The application relates to the Littleberries estate and the former St Vincent's school



site. The main house, formally known as Provincial House, and the adjacent chapel, are Grade II listed, as is the temple located at the end of the long terraced avenue. The estate was formally used as a convent by the Order of the Daughters of Charity and St Vincent de Paul. The nuns have since relocated to The Priory across the road.

The Littleberries Estate is located within the designated Green Belt. The site is also in the Mill Hill Conservation Area and the North Barnet/ Arkley/ Totteridge Area of Special Character, and is within a Local Area of Special Archaeological Interest.

#### Proposal:

Listed Building Consent and planning permission were previously granted for the main house to be converted into seven flats whilst the chapel would be a single house. This revised application would involve the creation of one additional apartment in the main house. The listed temple (also known as the Banqueting House) at the end of the avenue, would be retained in its original form. Located behind the chapel section are a number of buildings and structures that will be removed as part of the redevelopment proposals (Conservation Area Consent granted under ref H/02118/09 2.12.09). No additional extensions or external alterations to the Listed Building are proposed, other than those approved under the grant of Listed building Consent ref H/02117/09.

The existing 12 car parking spaces would be retained in the green fronting the main house. Garages would be built approx 40m to the west of the main house, sited on land currently occupied by a greenhouse and store. The garages would comprise 2 facing blocks, each accommodating 5 garages.

#### Planning Considerations:

As approved, Provincial House (the central and oldest section of the house) would be divided vertically into three units. This, in historical terms, is the most significant part of the existing sequence of buildings. The central residence would be accessed via the original entrance, whilst the west and east wings would be entered through new entrances on the front (south) facade.

The additional unit proposed would be accommodated in the west wing of the house. The approved 4 bedroom unit would be replaced by 2 apartments, one 2 bed and one three bed. The units would be accessed by the single approved entrance on the front facade. The proposed works to facilitate the conversion would be respectful of the special interest of the building. Existing extensions to the north elevation would be demolished and extensions, previously approved, are proposed. The extensions would have a lesser area and volume than the existing extensions and would be in keeping with, and respectful of, the special architectural and historic interest of the building.

A gazetteer of internal fixtures and fittings of historic or architectural significance was produced in support of the previous approved application. This identified all those internal features considered to be of interest and for retention. The proposed works to facilitate the conversion, including the additional unit proposed, have been carefully considered and would be respectful of the special interest of the building. The existing additions which are considered harmful would be removed and, where

appropriate, replaced with extensions considered to be more in keeping with the architecture of this listed building. It is considered that the works would respect the historic and architectural value of the main building.

The redevelopment proposals will bring back into effective use a vacant listed building. Its restoration and re-use are considered essential to secure its future. As stated in PPS5, Planning for the Historic Environment, generally the best way of securing the upkeep of historic buildings and areas is to keep them in active use.

### **3. COMMENTS ON GROUNDS OF OBJECTIONS**

None received.

### **4. EQUALITIES AND DIVERSITY ISSUES**

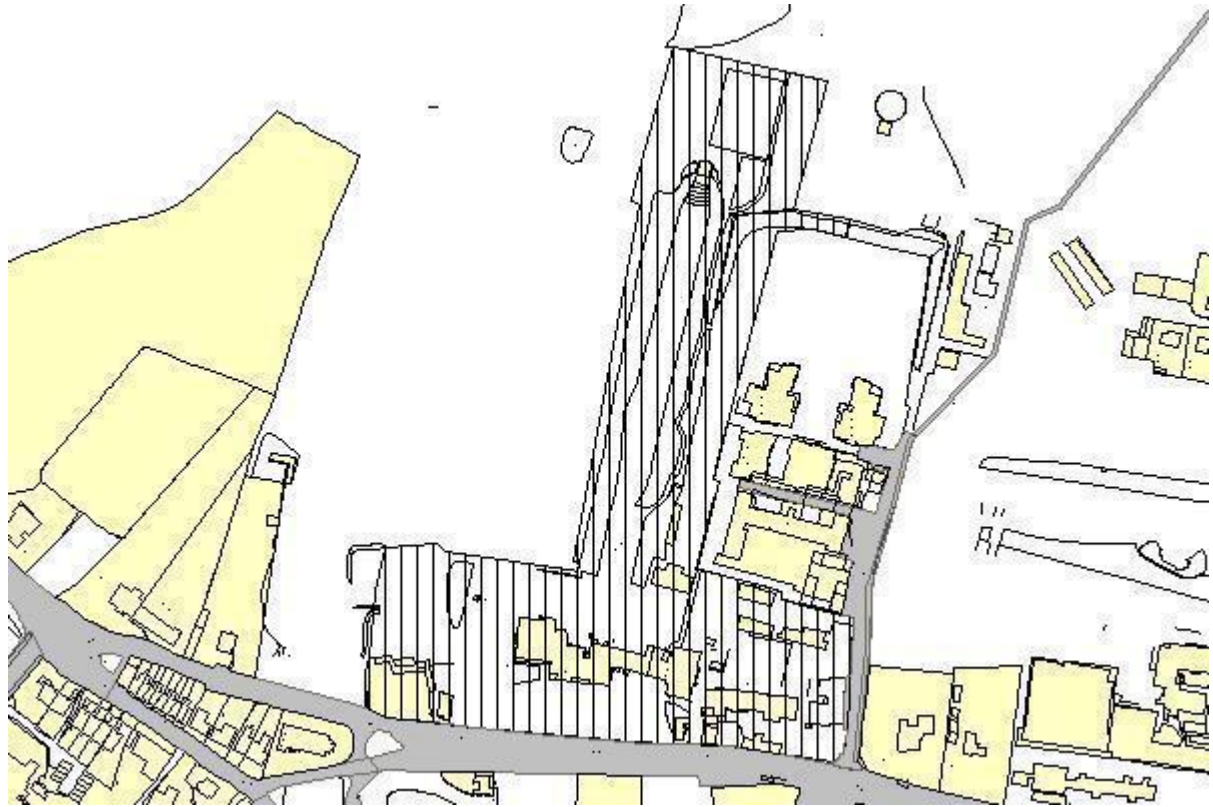
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

### **5. CONCLUSION**

The proposals, as amended, are supported as being respectful to the architectural and historic interest of the building. The building would be fully restored and its key external and internal features would be retained in-situ. The proposed extensions have been designed to be sympathetic in terms of their design, massing and siting to the part of the building to which they would relate.

**SITE LOCATION PLAN:** Littleberries, The Ridgeway, London, NW7 1EH

**REFERENCE:** H/03026/11



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2011. All rights reserved. Ordnance Survey Licence number LA100017674.

**LOCATION:** Winston House, 2 Dollis Park, London, N3 1HF & 4 Dollis Park, London N3 1HG & 349-363 Regents Park Road, London, N3 1DH

**REFERENCE:** F/00497/11 **Received:** 1 July 2011  
**Accepted:** 17 July 2011

**WARD:** Finchley Church End **Expiry:** 30 September 2011  
**Final Revisions:**

**APPLICANT:** Finchley Developments C &G Limited

**PROPOSAL:** Extension and refurbishment of Winston House, 2 Dollis Park comprising:

- Change of use of fourth floor from offices (B1) to hotel use (C1) and two storey extension at roof level to provide 119 bedroom hotel;
- Retention of 11 residential flats on first and second floors;
- Conversion of residential studio flat (C3) to office (B1);
- Remodelling and landscaping of car park;
- Partial remodelling of façade, including raising of parapet level.

Extension and refurbishment of 4 Dollis Park comprising:

- Change of use of B1(Offices), B8 (Storage & Distribution) and D2 (Gymnasium) to create 27no self-contained residential units.
- Creation of two new levels of car parking to serve residential/ office/ new hotel use of both Winston House and 4 Dollis Park.

Front extension to 349-363 Regents Park Road, and rear extension to 349 Regents Park Road. Change of use of 351-353 Regents Park Road from A2 (Financial & Professional Services) use to A1 (Retail) with internal and external alterations including new shopfronts. (AMENDED DESCRIPTION FOLLOWING SUBMISSION OF AMENDED PLANS).

---

## APPLICATION SUMMARY

Detailed Planning Permission is sought by Finchley Developments C&G Limited for the refurbishment and extension of Winston House, No.2 Dollis Park and the residential conversion and extension of No.4 Dollis Park, Finchley, together with extensions and alterations to Nos.349-363 Regents Park Road to provide a mixed use development including a hotel, offices, retail and residential accommodation which provides for the following:-

- a two storey set back glazed extension on top of Winston House to provide a 119 bedroom hotel with a reception, private restaurant and bar and ancillary accommodation at fourth floor;
- the existing office space in Winston House located at first, second and third floor levels, is to be rationalised, refurbished and improved with the exception of the fourth floor, which is currently vacant and which will be converted to provide part of the hotel accommodation;
- the remodelling of the building facades of Winston House to update them, improve them and enhance the marble-clad exterior;

- the retention of the existing pub, bank and estate agent units on the ground floor of Winston House along Regent's Park Road along with the merger and extension of three of the units to create a new local supermarket as part of the refurbishment;
- the retention of 11 residential units on the first and second floors of Winston House and the removal of an existing small residential studio flat which does not have the benefit of planning permission;
- the conversion of No.4 Dollis Park and the gym/boxing club to provide a total of 27 residential units including 3 affordable housing units;
- the rationalisation of the existing basement and ground floor car parking, together with the conversion of the ground floor of No.4 Dollis Park and the creation of a mezzanine floor above it to provide further car parking.

The general thrust of national, regional and local planning policy is to promote sustainable development by promoting mixed use schemes in town centre locations. The application site is located in Finchley Church End town centre within the Secondary Retail Frontage as identified on the adopted UDP policies map. This is the sequentially preferable location for retail development and other town centre uses.

The proposal to retain and refurbish these existing buildings with careful extension will allow the character of the existing buildings to be kept and enhanced whilst bringing vacant space back into use. The conversion will also allow the existing building fabric, controlled fittings and services, to be upgraded giving a site wide carbon saving of 442,973 CO<sub>2</sub>kg/year which is a 33.8% improvement.

Appropriate levels of car parking are provided for the residential, hotel, office and retail uses, reflective of the location close to Finchley Central Underground Station and bus services in an area with a PTAL rating of 4.

The proposed scheme represents a positive development that will enhance this part of Finchley Church End Town Centre and will provide additional employment and more sustainable, long-term office space as well as residential accommodation.

## RECOMMENDATION

### Approve subject to:

#### Recommendation 1

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

- (a) Legal Professional Costs Recovery  
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.
- (b) Enforceability  
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.
- (c) Affordable Housing  
The provision of 3 two bedroom (4 person) affordable housing flats for social rent on the site.
- (d) Notting Hill Training Initiative  
To enter into a formal agreement with the Notting Hill Housing Trust to include provision for the following:-
  - (a) The agreed number of trainee places to be provided on the site of the Affordable Housing Scheme and the duration of the each placement;
  - (b) A commitment by the Owners to pay a percentage of the build costs in respect of the Affordable Housing Scheme such payment to cover general running costs such as trainees' fees fares and tools;
  - (c) a commitments by the Owners to pay a "provisional sum" expressed as a percentage of the build costs in respect of the Affordable Housing Scheme to cover trainees' wages;
- (e) Healthcare  
A contribution of £25,485 towards improvements to health facilities within the borough as identified by the Local Health Authority;
- (f) Education  
A contribution of £74,593 index linked towards education provision in the borough;
- (g) Libraries  
A contribution of £5,541 index linked towards the provision of library facilities within the borough;
- (h) Town Centre Regeneration  
A contribution of £100,000 index linked towards enhancements and improvements to Finchley Church End Town Centre within 1.5km of the site;

(i) Controlled Parking Zone (CPZ) Review

A contribution of £25,000 index linked is required to enable a review of the existing Church End CPZ to be undertaken and for any changes to be implemented;

(j) Amendment to Local Traffic Order

A contribution of £5,000 index linked to cover the cost of amending the existing Traffic Management Order to provide loading restrictions within the existing lay-by on Regent's Park Road and to prevent future occupiers of the flats within the development from applying for CPZ permits.

(k) Travel Plan

The applicant shall enter into a Travel Plan that seeks to reduce reliance on the use of the private car and to ensure the sustainability of the development;

(l) Travel Plan Monitoring

A contribution of £10,000 index linked towards the monitoring of the Travel Plan for the development;

(m) Monitoring of the Section 106 Agreement

A contribution of £5,140 index linked towards the monitoring and management of the S106 planning obligations;

**Recommendation 2:**

That upon completion of the agreement specified in recommendation 1, the Assistant Director of Planning and Development Management approve the planning application reference H/00497/11 under delegated powers subject to the following conditions and any changes to the wording of the conditions considered necessary by the Assistant Director for Planning and Development Management:

1. Approved Plans

This development hereby permitted shall be carried out in accordance with the following approved plans and documents:

PP\_01RevC; PP\_03RevC; PP\_04RevC; PP\_05RevF; PP\_06RevE; PP\_07RevE;  
PP\_08RevE; PP\_09RevE; PP\_10RevC; PP\_11RevC; PP\_12RevC; PP\_13RevC;  
PP\_14RevE; PP\_15RevE; PP\_16RevE; PP\_17RevC; PP\_20RevD; PP\_21RevC;  
PP\_22RevE; PP\_23RevE; PP\_24RevE; PP\_25RevD; PP\_26RevD; PP\_27RevD;  
PP\_28RevD; PP\_29RevD; PP\_31RevD; PP\_40RevD; PP\_41RevD; PP\_42RevD;  
PP\_43RevD; PP\_44RevD; PP\_45RevD; PP\_46RevD;

- Transport Assessment prepared by Rowland Bilisland Traffic Planning (ref JR/AR/9053) dated 14 January 2011;
- Transport Assessment – Supplementary Note (ref JR/AR/9053) dated 4 August 2011;
- Environmental Performance Statement prepared by Tetlow King Limited (rev G) dated 12 December 2011
- Potential Daylight and Sunlight Effects of Proposed Development, Dollis Park prepared by BRE dated 10 October 2011;
- Bat Site Assessment prepared by Leo Batten;

- Flood Risk Assessment prepared by Rogers Cory Partnership;
- Marketing Report prepared by Lambert Smith Hampton dated April 2011;
- Economic Review and Assessment Against Planning Policy prepared by Lambert Smith Hampton dated 20 December 2011;
- Design Report, Access Statement & Scheme Drawings dated January 2011.

Reason:

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

2. Time Limit

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. A1 and A2 Retail Hours of Opening

The Class A1 and A2 retail units hereby permitted on the ground floor of the building as shown on plan PP\_23RevE shall not be open to customers before 7am or after 11.00pm from Monday to Sunday.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties

4. Public House Hours of Opening

The Class A4 public house unit hereby permitted on the ground floor of the building as shown on plan PP\_23RevE shall not be open to customers before 12.00 noon or after 12:00 midnight from Monday to Friday or before 11:00am or after 12.00 midnight on Saturdays and Sundays.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties.

5. Offices Hours of Opening

The Class B1 office floorspace hereby permitted within the building as shown on plans PP\_24RevE, PP\_25RevD and PP\_26RevD shall not be open before 7.00am or after 10.00pm from Monday to Saturday or before 10.00am or after 4.00pm on Sundays.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties.

6. Hotel - Restriction to Hotel Use

The hotel floorspace as shown on approved plans PP\_27RevD, PP\_28RevD and PP\_29RevD shall only be occupied for the purposes of a hotel within Use Class C1 as defined in the Town and Country Planning (Use Classes) Order 1987 as amended.

Reason:

To ensure that use of the premises does not prejudice the amenity of the area and to prevent the units from being occupied as sub-standard residential accommodation and to ensure the Local Planning Authority can control the planning of the area.



**7. Exclusion of Conference or Banqueting facilities**

Notwithstanding the plans hereby approved, the hotel use as shown plans PP\_27RevD, PP\_28RevD and PP\_29RevD on shall not incorporate or be used for any conference, functions or banqueting purposes.

Reason:

The application has been assessed on the basis of a hotel for guest stay only and not for any other purposes.

**8. Removal of Permitted Development Rights in relation to structures on the roof**

Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) the following operation(s) shall not be undertaken without the prior specific permission of the Local Planning Authority:

- The installation of any structures on the roof of the buildings hereby approved including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of The Town and Country Planning (General Permitted Development) Order 1995 (as amended).

Reason:

To ensure that the development does not impact on the townscape and visual character in the vicinity of the site and ensure the Local Planning Authority can control the planning of the area in accordance with policies GBEnv1, GBEnv2, D1, D2 and HC1 of the Barnet UDP (2006).

**9. Levels**

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

Reason:

To ensure that the work is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, and the amenities of adjoining occupiers and the health of any trees on the site in accordance with policies GBEnv1, GBEnv2, GBEnv3, M13, D5, D11, D12 and D13 of the Barnet UDP 2006 and policies 7.2, 7.4, 7.5, 7.6, 7.13 of the London Plan (2011).

**10. Materials – Winston House**

Prior to the commencement of the works to Winston House, 2 Dollis Park and 349-363 Regents Park Road hereby approved details and samples of the materials to be used for the external surfaces of the buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

Reason:

To ensure the delivery of high quality development and to safeguard the visual amenities of the locality in accordance with policies GBEnv1, GBEnv2, D1, D2 and D11 D13 of the Barnet UDP 2006, policies 3.5 and 7.6 of the London Plan (2011).

**11. Materials – 4 Dollis Park**

Prior to the commencement of the works to 4 Dollis Park hereby approved details and samples of the materials to be used for the external surfaces of the buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

Reason:

To ensure the delivery of high quality development and to safeguard the visual amenities of the locality in accordance with policies GBEnv1, GBEnv2, D1, D2 and D11 D13 of the Barnet UDP 2006, policies 3.5 and 7.6 of the London Plan (2011).

**12. Contaminated Land (Part 1)**

Before development commences other than for investigative work:

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

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

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

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policy ENV14 of the Barnet UDP 2006 and policy 5.21 of the London Plan 2011.

**13. Contaminated Land (Part 2)**

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

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policy ENV14 of the Barnet UDP 2006 and policy 5.21 of the London Plan 2011.

**14. Details of Mechanical Plant for Hotel**

Prior to the commencement of works associated with the hotel hereby permitted, details of all mechanical plant including extraction and ventilation equipment associated with the commercial kitchen, shall be submitted to and approved by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

**15. Noise Report for Hotel Mechanical Plant**

Prior to the occupation of the Class C1 hotel hereby approved, a noise report that assesses the likely noise impacts from all mechanical plant associated with the approved hotel shall be submitted to and approved in writing by the Local Planning Authority. The report shall clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels. It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

**16. Details of Mechanical Plant for Supermarket**

Prior to the commencement of works associated with the Class A1 foodstore retail unit hereby permitted, details of all mechanical plant, including the proposed location for installation, shall be submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

**17. Noise Report for Supermarket Plant**

Prior to the occupation of the Class A1 foodstore retail unit hereby approved, a noise report that assesses the likely noise impacts from all mechanical plant associated with the approved Class A1 foodstore retail unit shall be submitted to and approved in writing by the Local Planning Authority. The report shall clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels. It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

**18. Details of Mechanical Plant for office**

Prior to the commencement of works associated with the Class B1 offices hereby permitted, details of all mechanical plant, including the proposed location for installation of any air conditioning units, shall be submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

**19. Noise Report for Office Mechanical Plant**

Prior to the occupation of the Class B1 unit hereby approved, a noise report that assesses the likely noise impacts from all mechanical plant associated with the approved Class A1 foodstore retail unit shall be submitted to and approved in writing by the Local Planning Authority. The report shall clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels. It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

**20. Noise Levels from All Site Plant**

The level of noise emitted from all mechanical plant within the development hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of any neighbouring property which existed at the time of this decision notice.

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 any existing neighbouring property at the time of this decision notice.

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

**21. Sound Insulation for Residential Units**

The residential units within the development hereby approved shall be constructed so as to provide sufficient air borne and structure borne sound insulation against internally

and externally generated noise and vibration. This sound insulation shall ensure that the levels of noise as measured within habitable rooms of the residential properties within the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

Prior to commencement of the works to 4 Dollis Park, a report shall be submitted which sets out the mitigation measures that will be implemented to achieve these noise levels. The report shall include a calculation of the composite sound reduction of the building elements to show that the above noise levels and BS8233 1999 criteria can be achieved.

Reason:

To ensure that the adequate amenity is provided for the future occupiers of the residential properties in accordance with policy H24 of the Barnet UDP (2006).

## **22. Landscaping - Details**

Prior to the commencement of the development hereby approved a scheme of hard and soft landscaping, including details of existing trees to be retained shall be submitted to and agreed in writing by the Local Planning Authority. The details of landscaping shall include but not be limited to the following:

- the position of all existing trees to be retained;
- new tree and shrub planting including species, plant sizes and planting densities as well as planting for green roofs including herbaceous / climbers / grasses / ground cover plants;
- means of planting, staking and tying of trees, including tree guards as well as a detailed landscape maintenance schedule for regular pruning, watering and fertiliser;
- existing contours and any proposed alterations such as earth mounding;
- areas of hard landscape works including paving, proposed materials, samples, and details of special techniques to minimise damage to retained trees and provide conditions appropriate for new plantings;
- trees to be removed;
- timing of planting;
- any proposed boundary treatments to all boundaries of the site.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies D1, D2, D3 and D11 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

## **23. Landscaping - Implementation**

All work comprised in each phase of 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 within that phase or completion of the phase, whichever is sooner.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies D1, D2, D3 and D11 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

**24. Landscaping - Maintenance**

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 D1, D2, D3 and D11 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

**25. Obscure glazed windows**

Prior to the commencement of the works to 4 Dollis Park hereby approved, the windows in the north west elevation facing the gardens of the adjacent properties in Dollis Park and south west elevation facing the gardens of the properties in Victoria Avenue as identified on approved plans PP\_25Rev.D and PP47RevD shall be fully or partly glazed with obscure glass in accordance with detail to be submitted to and agreed in writing by the Local Planning Authority and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight openings.

Reason:

To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policies D5, H2, H16 and H17 of the Barnet UDP (2006).

**26. Privacy Screens**

Prior to the commencement of the works to 4 Dollis Park hereby approved, details of privacy screens, fences and balustrades to the terraces and balconies of the residential flats as shown on approved plans PP\_24RevE, PP\_25RevD, PP\_26Rev.D, PP\_27Rev.D, PP\_43RevD, PP\_44RevD and PP47RevD and any other privacy screens considered necessary shall be submitted to and approved in writing by the Local Planning Authority and the development shall be implemented in accordance with these details.

Reason:

To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policies D5, H2, H16 and H17 of the Barnet UDP (2006).

**27. Bat Investigation**

Prior to the commencement of the development hereby approved a detailed Bat Emergence Survey shall be undertaken for 4 Dollis Park within the relevant season. A report shall be submitted to and approved in writing by the Local Planning Authority setting out the results of the survey and any bat mitigation measures necessary to addresses the findings of the survey. The development shall not be implemented until any mitigation measures have been carried out.

Reason:

To ensure that the impact of the development is satisfactorily mitigated.

**28. Lifetime Homes**

All of the new residential dwellings within the development hereby approved shall be built to meet Lifetime Homes standards.

Reason: To comply with the requirements of policy H13 of the Barnet UDP (2006) and policies 3.8 and 7.2 of the London Plan (2011).

**29. EcoHomes standard for residential**

The 27 new flats hereby approved within 4 Dollis Park shall achieve a minimum of EcoHomes Excellent in accordance with the EcoHomes 2006 Scheme. Prior to the occupation of the new residential units within 4 Dollis Park a Final EcoHomes Certificate certifying that EcoHomes Excellent has been achieved shall be submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the development is sustainable in accordance with policy 5.3 of the London Plan (2011) and the requirements of the Barnet Sustainable Design and Construction Supplementary Planning Document (June 2007).

**30. BREEAM rating for Non-residential**

The non-residential development hereby permitted comprising hotel, office and retail floorspace shall be constructed to a minimum BREEAM standard of 'Very Good'. A formal design stage assessment shall be undertaken by a licensed BREEAM Assessor and submitted to the Local Planning Authority prior to occupation of any of the non-residential floorspace hereby approved.

Reason:

To ensure that the development is sustainable in accordance with policy 5.3 of the London Plan (2011) and the requirements of the Barnet Sustainable Design and Construction Supplementary Planning Document (June 2007).

**31. Drainage Strategy**

The development hereby permitted shall not commence until a drainage strategy detailing any on and/or off site drainage works has been submitted to and approved by the local planning authority in consultation with the sewage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason:

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with policy 5.13 of the London Plan 2011.

**32. Car Parking Spaces**

Before the development hereby permitted is occupied the car parking spaces shown on Drawing Nos. PP\_21 Rev. C, PP\_22 Rev. E, PP\_23 Rev. E, PP\_24 Rev. E shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved 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.

**33. Car Parking Management Plan**

Before the development hereby permitted commences a Car Parking Management Plan detailing the allocation of car parking spaces, on site parking controls and charges, and enforcement of unauthorised parking has been submitted to and approved by the local planning authority. The plan shall be implemented before the building hereby permitted is occupied and maintained thereafter.

Reason:

To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with Policies M11, M13 and M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

**34. Hotel Car Parking Spaces**

The car parking spaces hereby approved for the hotel shall be provided free of charge at all times and only for customers of the hotel.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles within the site in the interests of highway safety, the free flow of traffic and the amenities of residents in the area.

**35. Refuse Storage and Collection**

Prior to the commencement of the development hereby approved details of the following for each of the uses approved shall be submitted to and approved in writing by the Local Planning Authority:

- i. enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable;
- ii. a satisfactory point of collection; and
- iii. details of any collection arrangements.

The refuse facilities shall be provided in accordance with the approved details before each phase of the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility and to protect the amenities of the area in accordance with policies D2, D3 of the Barnet UDP 2006.

**36. Servicing and Deliveries Management Plan**

A Servicing and Deliveries Management Plan setting out the times of deliveries, number and type of vehicles for each of the hotel (C1), office B1, retail (A1), financial services (A2) and public house (A4) uses hereby approved, shall be submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved plan.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway safety and freeflow of traffic in accordance with Policy M11 of the London Borough of Barnet Adopted Unitary Development Plan 2006.



**37. Hours of Construction**

No construction work in relation to the development hereby approved 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 in accordance with policies GBEnv1 and ENV12 of the Barnet UDP 2006.

**38. Construction Management Plan Obligation**

Prior to the commencement of the development hereby approved a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details. This Construction Management Plan shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway safety in accordance with policies GBEnv1, ENV7, ENV12, M2, M8, M10, M11, M12 and M14 of the Barnet UDP (2006) and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan (2011).

**39. No Stopping on Regents Park Road**

No vehicles in connection with any construction works or other works required to implement the development hereby approved shall stop/park/unload on Regent's Park Road at any time.

Reason:

Regent's Park Road is part of the Strategic Road Network. To ensure the safe and effective operation of London Bus Services in accordance with policies M8, M10, M12 and M13 of the Barnet UDP (2006).

## **INFORMATIVES:**

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

The proposed development accords generally and taken as a whole with strategic planning guidance and policies as set out in the London Plan (2011), the Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009) and the London Borough of Barnet Core Strategy Submission Draft. In particular the following policies are relevant:

London Plan (2011):

3.3; 3.4; 3.8; 3.12; 4.2; 4.3; 4.5; 4.7; 5.1; 5.2; 5.7; 6.9; 6.13; 7.2; 7.4; 7.6; 7.7; 7.15.

Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009):

GSD; GBEnv1; GBEnv2; GBEnv3; ENV13; D1; D2; D3; D5; D11; HC1; L7; L10; L23; M1; M2; M6; M10; M11; M12; M13; M14; H2; H5; H16; H17; H18; H21; H24; EMP2; EMP7; TCR1; TCR13; TCR12; TCR18; TCR22; IMP1; IMP2.

Core Strategy – Submission Draft

CS 1; CS 4; CS 5; CS 6; CS 8; CS 11.

### **REASON FOR APPROVAL:**

The general thrust of national, regional and local planning policy is to promote sustainable development by promoting mixed use schemes in town centre locations. The application site is located in Finchley Church End town centre within the Secondary Retail Frontage as identified on the adopted UDP policies map. This is the sequentially preferable location for retail development and other town centre uses. The proposal to retain and refurbish existing buildings with careful extension will allow the character of the existing buildings to be kept and enhanced whilst bringing vacant space back into use. The proposed scheme represents a positive development that will enhance this part of Finchley Church End Town Centre and will provide additional employment as well as residential accommodation.

2. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
3. In complying with the contaminated land condition parts 1 and 2:  
Reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
  - 1) The Environment Agency CLR & SR Guidance documents;
  - 2) Planning Policy Statement 23 (PPS 23) - England (2004);
  - 3) BS10175:2001 Investigation of potentially contaminated sites - Code of Practice;
  - 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH.

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

4. You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

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

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) Department of Environment: PPG 24 (1994) Planning Policy Guidance - Planning and noise; 2) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and measurement of environmental noise; 3) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 4) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 5) Department of transport: Calculation of road traffic noise (1988); 6) Department of transport: Calculation of railway noise (1995); 7) Department of transport : Railway Noise and insulation of dwellings.

5. The gradient for the proposed ramps leading to the underground and other parking areas should have a gradient not steeper than 1:10 or in accordance with the guidelines in IStructE Design recommendations for multi-storey and underground car parks.
6. The applicant is advised that to prevent the proposed development having an adverse impact on the existing controlled Parking Zone due to the increased demand arising from the new occupants for parking permits, the Council will prohibit the occupiers of the new development from purchasing parking permits.
7. The applicant is advised that an application under Section 184 of the Highways Act (1980) must be submitted for a new heavy duty vehicular access. The access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant. To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section – Environment, Planning and Regeneration Directorate, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP
8. Any highway approval as part of the planning process for the alteration or removal of the existing crossovers or provision of new crossovers will be subject to detailed survey by the Crossover Team in Environment, Planning and Regeneration as part of the application for crossover under Highways Act 1980 and would be carried out at the applicant's expense. Please note, reinstatement of redundant crossovers, any relocation of street furniture, lighting column or amendments to parking bays affected by the proposed works would be carried out under a rechargeable works agreement by the Council's term contractor for Highway Works. An estimate for this work could be

obtained from London Borough of Barnet, Environment, Planning and Regeneration Directorate, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP

9. The applicant is advised that construction of a vehicular access/crossover may involve alterations to the existing on-street parking bays. Alterations to on-street parking bays or waiting restrictions will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process. Any related costs for the alterations will be borne by the applicant.
10. Transport for London has recommended that during the construction/ renovation of the existing building, no construction vehicles shall stop/ park/ load/ unload on the SRN (Regents Park Road), in particular at the area in the vicinity of the bus stop adjacent to the site. This is to ensure the safe and effective operation of London Bus services would not be adversely affected.
11. Refuse collection points should be located within 10 metres of the Public Highway; otherwise, unobstructed access needs to be provided to the refuse vehicle on the day of the collection. The development access needs to be designed and constructed to allow refuse vehicles to access the site. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department.
12. The applicant is advised Regent's Park Road is Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00am-9.30am and 4.30pm-6.30pm Monday to Saturday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Environment, Planning and Regeneration Directorate should be consulted in this respect.
13. The costs of any associated works to public highway, including reinstatement works, will be borne by the applicants and may require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.
14. For the avoidance of doubt any new signage for the hotel and retail units hereby approved will require a separate application for advertising consent and will be considered carefully in the context of the design and style of the building and the character of the area.
15. Transport for London has recommended that at least 20% of the parking spaces be provided with electric vehicle charging facilities.
16. Any over sailing structure on to public highway such as a canopies or signs etc. would require projection licence.

## 1. MATERIAL CONSIDERATIONS

### 1.1 Key Relevant Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan (July 2011) and the saved policies within the adopted London Borough of Barnet Unitary Development Plan (2006). These strategic and local plans are the policy basis for the consideration of this planning application.

#### Central Government Guidance and Policy Statements

National guidance is provided by way of Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). An audit of the PPSs and PPGs of most relevance to the determination of this application is provided in **Appendix 1**.

In July 2011 the Government published its draft National Planning Policy Framework (NPPF). This document will replace all PPGs and PPSs and condense national guidance into a 50 page document as part of the reforms to make the planning system less complex and more accessible, and to promote sustainable growth. The key theme of the new guidance is that Local Planning Authorities should approach applications with a presumption in favour of sustainable development. The NPPF remains a draft document and therefore subject to change arising from the ongoing public consultation. It only carries very limited weight at this stage.

#### The London Plan

The replacement London Plan was published in July 2011 and is part of the development plan under the Planning and Compulsory Act 2004. The London Plan provides strategic planning policy for all London Boroughs for the period up to 2031.

An audit of the application against the relevant London Plan policies is contained in the table in **Appendix 1**.

#### Barnet Unitary Development Plan

The London Borough of Barnet UDP was adopted in May 2006 and contains local planning policies for Barnet. The Planning & 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 DPD. Until the LDF is complete policies within the adopted UDP have been saved for a period of three years. An audit of the application against relevant saved UDP policies is contained in the table in **Appendix 1**.

#### Barnet Core Strategy

The Planning & 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 DPD. Until the LDF is complete policies within the adopted UDP have been saved for a period of three years.

The Core Strategy will contribute to achieving the vision and objectives of Barnet's Sustainable Community Strategy and will help the Council's 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 key policy in relation to this application is Policy CS 6 which states that in order to promote competitive town centre environments and provide consumer choice we will realise development opportunities for the town centres of Edgware, North Finchley, Finchley Church End, and Chipping Barnet.

The Council published its LDF Core Strategy Publication Stage document in September 2010. The document has been subject to 3 rounds of public consultation and is in general conformity with the adopted London Plan therefore weight can be given to it as a material consideration in the determination of planning applications. An audit of the application against relevant Core Strategy and Development Management DPD policies is contained in the table in **Appendix 1**.

The Three Strands Approach:

In November 2004 the Council approved its "Three Strands Approach", setting out a vision and direction for future development, regeneration and planning within the borough. It updated this document and brochure in 2008, to reflect ongoing policy development and regeneration. The approach, which is based around the three strands of protection, enhancement and growth, will protect Barnet's Green Belt and designated open spaces; enhance its high quality suburbs and deliver new housing and successful sustainable communities, whilst protecting employment opportunities. The third strand 'Growth' responds to Barnet's significant growth potential and identifies how and where sustainable strategic growth, successful regeneration and higher density can take place across the borough.

Draft Finchley Church End Town Centre Strategy

The Council adopted its 'Suburban Town Centres Strategy' in April 2008 which sets out the Council's role in creating the right environment for private sector investment in the borough's town centres. This strategy identifies Finchley Church End as one of four priority town centres for which detailed planning strategies need to be developed.

The Council is currently in the process of preparing a strategy for Finchley Church End Town Centre to ensure that it has a robust plan in place to protect and enhance Finchley Church End's position in Barnet's network of town centres and ensure that it continues to provide for the needs of surrounding community.

**1.2 Relevant Planning History**

<b>Application Ref.</b>	<b>Address</b>	<b>Description of Development</b>	<b>Decision and Date</b>
<b>C00447AH/02</b>	WINSTON HOUSE Regents Park Road London N3 1HZ	Alterations to Dollis Park elevation including alterations to paving and main entrance.	Approved 30/01/2003
<b>C00447AN/03</b>	4 Dollis Park London N3 1HG	Change of use of building from garage (Class B1) to alternative health studio (sui generis) and replacement of garage door with new glazed entrance.	Approved 19/11/2003

<b>C00447AK/02</b>	Taylors Cafe Bar, 363 Regents Park Road London N3 1DH	Conversion of existing office and residential accommodation on first and second floors to provide four-one bedroom self contained flats and two - two bedroom self contained flats	Approved 11/09/2002
<b>C00447Y</b>	351 Regents Park Road LONDON N3	Internal sub-division of existing A2 unit on ground floor to form two A2 units (Section 64 Determination)	Permitted Development 03/12/1991
<b>F/01046/10</b>	353 Regents Park Road, London, N3 1DH	Change of Use of existing ground floor from Class A1 (shops) to A2 (financial and professional services)	Refused 13/05/2010

### **1.3 Pre-Application Public Consultation**

The applicants held a public exhibition in the foyer of Winston House on 10<sup>th</sup>–12<sup>th</sup> December 2009 with the architect and planning consultant present. The principle concerns of the residents related to the car parking and traffic management along Dollis Park and the management of the boxing gym.

The developers also met with the Dollis Park & District Residents Association (DPDRA) to discuss the proposals.

The original proposal was also presented to an independent Design Surgery run by Urban Design London in 2010. The scheme presented included a three storey extension on top of Winston House. The overall principle of the development was commended, but the recommendation by the design panel was to consider reducing the height of the extension on the roof of Winston House.

### **1.4 Public Consultation and Views Expressed**

A total of 511 local properties and businesses were consulted by letters on the 1<sup>st</sup> July 2011. A site notice was displayed on the 7<sup>th</sup> July 2011. Statutory bodies were also consulted.

Neighbours Consulted: 511  
Neighbours Wishing To  
Speak 6

Replies: 30  
25 in objection  
5 comments

#### **Comments from Residents**

The comments in objection to the application can be summarised as follows:-

General:

- Inappropriate development for the area. Proposed use of Winston House is inappropriate for this part of Finchley.
- It would diminish the residential value of a primarily residential area.

- Want Winston House and 4 Dollis Park to be developed, but do not want or require a large hotel as well as flats which will increase the density of activity to difficult levels.
- There is already an adequate provision for hotels and they have spare capacity.
- 150 bedrooms is excessive for a hotel in this area.
- The hotel development will result in a more anonymous population which can serve to cloak criminal activity and will facilitate an increase in the level of vice operating in the area. This is not appropriate for Finchley.
- The retail development could attract established retailers and other quality retailers and help revitalise the Church End town centre.
- Welcome the redevelopment of 4 Dollis Park into residential flats which would improve the appearance of what was originally an attractive building although 24 flats is excessive. The change of use from the inappropriate warehouse and gym to residential would benefit the neighbourhood.
- The development of Winston House and 4 Dollis Park will improve and modernise Finchley Church End. Currently the state of the properties in question is relatively poor. Welcome the development but have some concerns.
- Happy for existing buildings to be refurbished and converted so long as it is sympathetic to the surrounding area and provided there aren't any additional floors added.

Officer Response:

- *The proposal will reuse the existing Winston House 2 Dollis Park buildings which are in a town centre location and appropriate for the mix of uses proposed which is in line with national, regional and local policy. See section 3.1.*
- *GLA evidence and London Plan policy supports the provision of new hotels in London and Barnet. See section 3.1.*
- *The size of the hotel has been reduced from 150 beds to 119 beds.*
- *The application proposes residential development adjacent to existing residential properties and will remove uses which currently cause disruption.*

Design and scale:

- The scale and nature of the development are inappropriate and detrimental to the residential area of Church End.
- Overdevelopment of the site.
- The existing building already has numerous mobile phone masts on top of the roof
- A three storey extension on Winston House will not be in line with the heights of other local buildings and the area and will make the building more imposing, especially because Winston House is on top of a hill.
- Welcome the refurbishment of the exterior of the buildings. This would improve the look and feel of the area.

Officer Response:

- *The height of the extension to Winston House has been reduced to 2 storeys and has been set in from the sides of the existing building. The scale, massing and design of the proposal are considered acceptable in relation to the scale and function of this part of the Finchley Church End town centre and in accordance with national guidance contained in PPS1 and UDP Policies GBEEnv1 and D2. The proposals are not considered to result in increased visual impact on the Church End Finchley conservation area. (See sections 3.3 and 3.4 of this report).*
- *The existing mobile phone masts on top of the building will be removed as part of the development. A condition is imposed that will remove the Permitted*



*Development rights for mobile phone companies to install new masts thus ensuring the Local Planning Authority have planning control over where they go on the building.*

Residential amenity:

- Loss of daylight from the proposed additional 3 floors to Winston House and 4 Dollis Park.
- Overlooking and loss of privacy from the proposed new floors on 4 Dollis Park.
- The proposal to raise the side wall of the gym building at 4 Dollis Park would impact on 6 Dollis Park.
- The noise and disturbance on the weekends from the existing pub, gym and lorries delivering to the warehouse are already excessive. The proposed hotel use is inappropriate for the area and will cause noise and disturbance.
- Noise from the hotel will be reflected off the building towards the existing houses.
- Noise from guests staying at the hotel smoking and drinking in front of the building.
- Additional noise and disturbance from conference facilities.
- Noise and disturbance from the proposed roof terraces for the flats.
- The flats will be rented out to transient population with no regard for their neighbours.
- Noise and pollution disturbance from the proposed construction works.
- Adverse effect on the area due to a budget hotel.
- Glare from windows in 4 Dollis Park.

Officer Response:

- *The proposed extension to Winston House has been reduced to 2 storeys.*
- *The pitched roof of the existing gym building will be removed and replaced with a flat roof and part hipped roof where it relates to 6 Dollis Park.*
- *The application complies with UDP policy for distances to facing windows of habitable rooms of neighbouring properties. Measures are proposed to prevent overlooking of gardens. The application is not considered to result in significant overlooking such that would result in detrimental impact on the amenities of neighbouring properties. Issues of overlooking are assessed in section 3.5 of this report.*
- *The proposed hotel does not include conference facilities and this will be secured through condition.*
- *Issues of disruption from construction are not material planning considerations however a Construction Management Plan will be conditioned to ensure that mitigation is put in place where reasonable.*

Highways and parking:

- The top end of Dollis Park is narrow and already very busy any increase in vehicular traffic and street parking will make it worse.
- The junction with Dollis Park and Regent's Park Road is already unsafe and the vehicle movements associated with the proposed development and construction works would introduce increased risk to everyone including children walking to school.
- Existing commercial uses already cause congestion including the Post Office parcel collection depot.
- The added volume of traffic from the hotel use and 27 flats would make an already congested area far worse.
- The hotel will introduce different vehicle movements at different times of the day and the road will be busier all day and at night.

- Dollis Park is too narrow for coaches to access.
- Residents already struggle to park in Dollis Park and Church Crescent. Shoppers and workers look for parking in Dollis Park because the CPZ is only from 2pm-3pm. The development will add to parking on the street and will impact on the capacity for parking in the whole of Dollis Park. Residents from the Hotel will park further down the road.
- 40 spaces for 27 flats is not enough.
- The existing CPZ hours in Dollis Park need to be increased to safeguard residents interests.
- No business and resident permits should be allocated to the hotel and new flats.
- No parking for coaches should be allowed on Dollis Park.
- A mandatory 20mph zone should be created in this area irrespective of the outcome of the planning application.
- The pavement on Regent's Park Road will be narrowed.

#### Officer Response

- *The parking provision is in accordance with policy and parking standards. See section 3.13 of this report.*
- *Contributions under S106 are sought towards the amendments to Yellow lines if required. This will be subject to public consultation.*
- *The access arrangement for 2 & 4 Dollis Park remains the same as the existing arrangements and the proposed development indicates a reduction in vehicle trip generation and the number of deliveries per day.*
- *In response to requests from residents the Council's Highways Department carried out a public consultation on proposals to amend the existing one hour CPZ to provide an All Day CPZ. However, the result of the consultation has not been in favour of the amendment. In view of the resident's concerns a section 106 contribution of £25,000 is required from the development to ensure that funds are available to carry out further review of the CPZ in future and implement the outcome if required.*
- *Amendments to the local traffic management order will be made to prevent the occupants of the new development from purchasing parking permits for the CPZ.*
- *The applicant has confirmed that Travelodge business model does not market and promote accommodation to groups who travel by coach therefore coach parking facility is not considered necessary. However the applicant has altered the proposed parking area to allow for small coaches to turn within the site in the service area.*
- *The trip generation assessment for the proposed redevelopment of Winston House indicates reduction in the overall number of trips and in the number of deliveries per day due to the revision in the usages.*
- *A condition is recommended which requires the submission of a Construction Management Plan addressing issues to do with the construction of the development.*

#### **Dollis Park & District Residents Association (DPDRA)**

A letter was submitted from the DPDRA which has held regular meetings to review and discuss the proposed development since 2009 and has distributed publicity about the development in two newsletters and two further communications. They have discussed the proposed development at their AGM for the last two years and the developers gave a presentation at their last AGM.

Their comments are summarised below:

- Additional height of the building
  - three storeys is not in keeping with the surrounding area and will be visible from Litchfield Grove and further down Dollis Park.
  - Loss of light in surrounding roads
  - Increased wind speed along the surrounding streets as a result of the height
  - Appearance of the extension and whether it will be in keeping with the original 1960s architecture
- 150 rooms is excessive for the hotel and should be reviewed.
- Noise and disturbance from the hotel and increased custom to the Dignity pub.
- Location of the hotel entrance on Dollis Park and disturbance from guests smoking and socialising.
- Deliveries should be restricted outside of the hours of 8am to 10pm.
- Mixed views about the proposed extension of the retail units fronting Regent's Park Road – loss of wide pavement, impact on existing small businesses Vs benefits of attracting larger retailers and positive impact on the town centre as well as the visual improvement.
- Concern about 24hr opening for the retail units and noise and disturbance.
- Retail deliveries should be restricted to Regent's Park Road.
- Some residents welcome the proposed residential development, others are concerned that 24 flats is too many.
- 3 affordable flats are appropriate for a development of this scale.
- Residents at 6-12 Dollis Park, 1-11 Dollis Park and Church Crescent will be affected by overlooking.
  - Propose restrictions including obscured fixed windows
  - Restricted access on the terraces
  - Plated timber screening to roof terrace and balconies.
- Impact on an already congested area
- Impact of on-street parking
- The narrowest part of Dollis Park is 7.3m wide and this reduces to 3.7m is average sized vehicles are parked on both sides.
- A petition with approximately 50 signatures has previously been submitted to local ward councillors requesting an all day CPZ.
- Propose the following:
  - Double yellow lines at the top of Dollis Park on both sides of the road
  - CPZ until 10:30pm 7 days a week
  - No resident of business permits to be issued to hotel staff, offices or residential flats
  - Mandatory 20mph zone
  - Review into the impact on local traffic and possible highway improvements
- Impact from construction. Propose the following:
  - Hours of working restricted to standard hours during week days. No noise at weekends.
  - Specification stated for decibels, dust emissions, and audio equipment.
  - Pavements and roads regularly cleaned.
  - Parking restrictions for contractors. Individual contractors to use public transport.

Officer Response:

- *The height of the extension to Winston House has been reduced to 2 storeys and has been set in from the sides of the existing building. The scale, massing and design of the proposal are considered acceptable in relation to the scale and function of this part of the Finchley Church End town centre and in accordance with*

*national guidance contained in PPS1 and UDP Policies GBEv1 and D2. The proposals are not considered to result in increased visual impact on the Church End Finchley conservation area. (See sections 3.3 and 3.4 of this report).*

- The size of the hotel has been reduced from 150 beds to 119 beds.*
- GLA evidence and London Plan policy supports the provision of new hotels in London and Barnet. See section 3.1.*
- The application proposes residential development adjacent to existing residential properties and will remove uses which currently cause disruption.*
- See section 3.13 for a full appraisal of traffic and parking.*
- In response to requests from residents the Council's Highways Department carried out a public consultation on proposals to amend the existing one hour CPZ to provide an All Day CPZ. However, the result of the consultation has not been in favour of the amendment. In view of the resident's concerns a section 106 contribution of £25,000 is required from the development to ensure that funds are available to carry out further review of the CPZ in future and implement the outcome if required.*
- Amendments to the local traffic management order will be made to prevent the occupants of the new development from purchasing parking permits for the CPZ.*
- The retail unit will be limited by condition to opening hours of 6:30am to 10pm Monday to Saturday and 10am to 4pm on Sundays.*
- A construction Management Plan will be required for the development to manage the construction phase.*

### **Finchley Society**

A letter was submitted from the Finchley Society in which they state that they do not object to the principle of redeveloping the site or the addition of a hotel. However they do have concerns about the scale of the proposal and effects it would have on the amenity of residents. They make the following comments:

- Finchley Church End would benefit from a hotel but question the need for 150 bedrooms. A figure closer to 100 is suggested.*
- Ask that the height of the building is reduced by one floor and the ground floor should not be extended.*
- The Transport Assessment fails to reflect traffic levels in the area and in some cases underestimates traffic generated on-site.*
- If the application is granted they ask that a condition be applied not to allow CPZ permits for residents, hotel and business users, including the eleven retained flats.*
- Double yellow lines should be placed at the top of Dollis Park on both sides of the road from Ballards Lane to 5m past the main vehicle entrance into the site.*
- The CPZ in Dollis Park should be extended to cover from 9am to 10.30pm.*
- No coach access should be allowed in Dollis Park.*

#### Officer Response:

- The size of the hotel has been reduced from 150 beds to 119 beds. GLA evidence and London Plan policy supports the provision of new hotels in London and Barnet. See section 3.1.*
- The extension to Winston House has been reduced by one floor as requested.*
- The Traffic Assessment has been reviewed by the Council's Highways Officer who is satisfied with the assessment and conclusions. See section 3.13 of this report.*
- Amendments to the local traffic management order will be made to prevent the occupants of the new development from purchasing parking permits for the CPZ.*
- A contribution towards a future review of the CPZ will be secured. This will be dependant on the outcome of consultation with residents.*

- *The applicant has confirmed that Travelodge business model does not market and promote accommodation to groups who travel by coach therefore coach parking facility is not considered necessary. Small coaches will be able to turn within the site in the service area.*

## **1.5 Amended Plans**

The application was originally submitted in July 2011. Following detailed discussions with Officers, responses from local residents and the comments of the design panel the scheme was amended from the original scheme as follows:-

- The size of the proposed extension on top of Winston House has been reduced in height from 3 storeys to 2 storeys and it has been stepped in from the edge of the building along Dollis Park and Regents Park Road to reduce it's footprint.
- The size of the proposed hotel has been reduced from 150 bedrooms to 119 bedrooms.
- The existing boxing gym has been removed from the proposals.
- The proposed roof line along the boundary with 6 Dollis Park has been modified to maintain the existing building line.
- The scheme for to 2-4 Dollis Park has been redesigned to avoid any overlooking from the new apartments and balconies.
- On site parking provision has been increased from 40 to 75 spaces for the new hotel to avoid parking on surrounding residential streets.
- The proposed car parking area to the rear of Winston House has been amended to enable a coach to enter the rear courtyard to discharge and collect guests for the hotel. This involves the loss of 5 car parking spaces, which were previously added to the scheme. Further alterations to the car park have been made to assist in circulation and manoeuvring. A total of 152 car parking spaces are provided for the development.
- Three Affordable housing units are now included. These will be located in what is currently the gym building.
- A detailed design strategy for signage, lighting and planting to the retail frontage along Regents Park Road has been provided.
- 11 of the 12 existing residential flats on the first and second floors of Winston House (two floors of accommodation over the public house and one floor of accommodation at second floor level above the remaining retail and office units) are now being retained. The remaining small, one-bedroom unit which doesn't have the benefit of planning permission will be converted to B1 office use. The existing small unit on the second floor which is currently occupied by OGR Stock Denton solicitors will also be retained.

## **1.6 Consultation on Amended Plans**

Amended plans were submitted on the 12<sup>th</sup> December 2011. Residents were consulted on the amended plans and amended description by letters on the 16 December 2011. A total of 9 replies were received, of which 7 were from residents who had submitted comments during the first round of consultation in July 2011.

The additional letters do not raise any new issues in addition to the comments made on the original consultation.

## **Dollis Park & District Residents Association (DPDRA)**

The DPDRA submitted a second letter making the following additional comments:

1. Still concerned about the height of the building. It is inappropriate to increase the height of an already tall building.
2. The proposed extension to Winston House is a block. Although our preference is not to increase the height of the existing building, any permitted increase should reflect the Church End Finchley Town Centre Strategy and incorporate appropriate features - for example sloping roofs and towers.
3. We still believe that the revised number of rooms at 119 are excessive when compared with other local hotels.
4. Concern at the larger dining area and larger kitchen and larger bar and additional bar. Concern at the potential alternative uses of this larger facility. We propose that any planning permission restricts the use of this area to hotel guests and breakfasts.
5. Concerns about increased noise and disturbance are compounded by the retention of 11 existing flats.
6. Whilst we support the removal of the gym use due to their negative impact on the neighbourhood, this does not necessarily mean that we support their replacement with the current proposal.
7. Parking and traffic continues to be one of the major issues raised by local residents. We recommend an independent traffic assessment is commissioned by the Council to review these concerns.
8. Concerned that coach access will require additional double yellow lines at the top of Dollis Park.
9. Concern that Travelodge may charge for parking in the future as it charges at 80% of comparable sites. A condition requiring free parking for guests would be appropriate to avoid additional parking pressures on local streets.

### Officer Response:

- *The size of the reduced extensions to the building are considered to be acceptable. See section 3.3 and 3.4 of this report.*
- *The size of the hotel is considered appropriate for the town centre location.*
- *A condition is recommended to prevent conference/function use of the hotel and ancillary facilities.*
- *The 11 flats to be retained are within Winston House and have been occupied for a many years.*
- *The Traffic Assessment has been reviewed by the Council's Highways Officer who is satisfied with the assessment and conclusions. See section 3.13 of this report.*
- *The applicant has confirmed that Travelodge business model does not market and promote accommodation to groups who travel by coach therefore coach parking facility is not considered necessary. Small coaches will be able to turn within the site in the service area.*
- *A condition is recommended to ensure that parking for hotel guests is provided free of charge.*

## **Finchley Society**

The Finchley Society submitted a second letter making the following Additional comments:

1. We accept that a hotel is needed in Finchley Church End but object to the scale of this application.
2. The hotel is still too big at 119 rooms. We suggest a figure under 100 rooms is appropriate for Winston House.
3. Restaurant seating capacity (68 previously, now 80) is larger than the previous application. If the application is granted we ask that a condition be applied not to allow letting the restaurant/bar area for functions to protect residents amenity.
4. We consider that one additional floor is justified but two extra floors are not acceptable. If two additional floors are granted we ask that the impact of the top floor be reduced to reflect local character. We ask that the top floor has a separation in the built form by introducing two gaps, creating three separate blocks, each with sloping roofs, to reflect local character.

### Officer Response:

- *A condition is recommended to prevent conference/function use of the hotel and ancillary facilities.*
- *The extension to Winston House has been reduced by one floor as requested in the Finchley Society's original comments. The size of the extension is considered to be acceptable. See section 3.3 and 3.4 of this report.*

## **1.7 Consultation Responses from Statutory Consultees and Other Bodies**

### **Environment Agency – no objection subject to conditions**

The Environment Agency has confirmed that the site is in Flood Zone 1 and under a hectare and therefore they do not require a Surface Water Flood Risk Assessment. They have no comments to make on the application.

### **English Heritage (Listed Buildings) – no objection**

English Heritage in relation to listed buildings has no objections to the application and has advised that the application can be determined in accordance with the national and local policy guidance.

### **English Heritage (Archaeology) – no objection**

English Heritage in relation to archaeological remains has no objections to the application. The present proposals will have little ground impact and will utilise the existing basement locations and general footprint. They have advised that any requirement for an assessment of the archaeological interest of the site can be waived.

### **Natural England – no objection**

Natural England has been consulted on the application and the Bat Site Assessment submitted. They have confirmed that the approach and methodology used in the bat assessment is in line with advice that would be offered by Natural England. They are content to allow Barnet to determine whether the details submitted are sufficient and comprehensive enough to reach a decision in respect of the planning application, or whether additional information is required.

### **Highways Agency - no objection**

The Highways Agency has confirmed that they have no objection to the application.

**Transport for London (Surface Transport Strategy) - no objection**

TfL have confirmed that the proposed development would be unlikely to result in an unacceptable impact on the Strategic Road Network (SRN). They requested a reduction in the proposed parking levels and made a number of comments in relation to the Transport Assessment. They further requested that a Delivery and Service Plan and Construction Management Plan be secured for the development by condition.

**Thames Water - no objection subject to condition**

Thames Water have no objections but have advised that where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services is required. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving network through on or off site storage.

**London Fire Brigade - no objection**

The Fire Brigade is satisfied with the proposals. The plans have been reviewed for Fire Brigade vehicle access only.

**Barnet Police - no objection**

Barnet Police have no objections in principle but have made a number of comments regarding crime reduction principles and community safety which they would like to see incorporated into the development. These relate to lighting, perimeter security, security standards for doors and windows, vehicular and pedestrian access to basement car parks, and cycle stores.

**London Underground - no objection**

London Underground Infrastructure Protection has confirmed that they have no comment to make on the application.

**1.8 Internal Consultation responses**

**Highways Group**

The Highways Officer has confirmed that in principle the proposal is acceptable on highway grounds subject to the section 106 contributions for CPZ review, Travel Plan monitoring and amendments to the Traffic Management Order as set out in the Heads of Terms of this report, and subject to conditions included in the recommendation.

A detailed assessment of traffic, parking and transport matters is provided in **section 3.13** of this report.

**Environmental Health**

The Environmental Health Officer has commented on the application and has no objections subject to conditions being imposed in relation to plant equipment, noise insulation, noise levels and contaminated land.



## **2. DESCRIPTION OF SITE AND PROPOSED DEVELOPMENT**

### **2.1 Description of site and surrounding area**

The application site comprises Winston House (2 Dollis Park) and number 4 Dollis Park located within the Finchley Church End area and is bounded by Dollis Park to the North and by the main thoroughfare of Regents Park Road to the East. The site has an area of 0.6 ha.

Winston House is a 5 storey, post-war, modern, purpose-built office block in an L shape configuration with a main façade fronting Regents Park Road which turns the corner into the side street of Dollis Park. The part of the building fronting Regents Park Road comprises commercial units on the ground floor (349–363 Regents Park Road) including the Dignity Public House, Lloyds TSB Bank, Bairstow Eves Estate Agents, London Tokyo Property and some vacant units.

4 Dollis Park is an inter-war, red brick building of mainly 4 storeys and part 3 storeys. The building comprises four floors (ground and three-storeys) adjacent to Winston House, stepping down to three floors (ground and two-storeys) and stepping down once again to a two-storey, pitched roof building adjacent to No.6 Dollis Park.

The courtyard to the rear of Winston House forms the boundary with the car park of St. Mary's County Court and St. Margaret's Church to the south west. There is a change in level of several metres between the car park of Winston House and the car park of the County Court with a retaining wall separating the two. Levels also drop as you travel down Dollis Park.

The application site is located within Finchley Church End Town Centre which is classified as a District Town Centre within the UDP. The retail units on the ground floor of Winston House fall within the Main Retail Frontage of the town centre as designated on the UDP Policies Map.

The site is also on the boundary of Church End (Finchley) Conservation Area which lies to the south west. King Edward Hall, located 50m to the south west on the junction of Regents Park Road and Hendon Lane, is a Grade II Listed building.

Buildings in the area are generally divided between commercial / retail and residential uses. The architectural character of the immediate area is informed by parades of shops along Regents Park. These are typically Victorian in style with the ends of the parades articulated with a cupola such as the nearby King Edward's Hall building.

The surrounding residential streets are typically characterised 1930s semi detached houses. There are a number of high rise modern office blocks in the vicinity including Gateway House and Central House.

The site is well served by transport links with Finchley Central tube station located within 100m to the west (approximately 3 minutes walk) and numerous bus stops are located outside the site on Regents Park Road. The site is has a Public Transport Accessibility Level rating of 4.

## **2.2 Description of Proposed Development**

Detailed Planning Permission is sought by Finchley Developments C&G Limited for the refurbishment and extension of Winston House, No.2 Dollis Park and the residential conversion and extension of No.4 Dollis Park, Finchley, together with extensions and alterations to Nos.349-363 Regents Park Road to provide a mixed use development including a hotel, offices, retail and residential accommodation which provides for the following:-

- a two storey set back glazed extension on top of Winston House to provide a 119 bedroom hotel with a reception, private restaurant and bar and ancillary accommodation at fourth floor;
- the existing office space in Winston House located at first, second and third floor levels, is to be rationalised, refurbished and improved with the exception of the fourth floor, which is currently vacant and which will be converted to provide part of the hotel accommodation;
- the remodelling of the building facades of Winston House to update them, improve them and enhance the marble-clad exterior;
- the retention of the existing pub, bank and estate agent units on the ground floor of Winston House along Regent's Park Road along with the merger and extension of three of the units to create a new local supermarket as part of the refurbishment;
- the retention of 11 residential units on the first and second floors of Winston House and the removal of an existing small residential studio flat which does not have the benefit of planning permission;
- the conversion of No.4 Dollis Park and the gym/boxing club to provide a total of 27 residential units including 3 affordable housing units;
- the rationalisation of the existing basement and ground floor car parking, together with the conversion of the ground floor of No.4 Dollis Park and the creation of a mezzanine floor above it to provide further car parking.

### Hotel

The hotel will comprise 108 standard guest rooms, 3 double bedrooms to wheelchair standard and 10 double family rooms. It would have secure basement car parking for 35 cars with 40 additional parking spaces at ground floor level in the courtyard. The hotel will be accessed via a ground floor reception on Dollis Park which will include two lifts that will be shared with the offices. A separate goods lift is provided. The main hotel reception will be located at fourth floor level along with a private restaurant area and bar. The proposed hotel accommodation will total 3,729sqm, which comprises 2256 sqm of extension and 1,473 sqm of existing floorspace on the fourth floor.

The hotel will include a bar and cafeteria for resident guests only. No facilities are proposed for non-residents. No conference or banqueting facilities are proposed. It would not be open to non-residents and would not provide rooms for the general community use.

Travelodge have confirmed in writing to the Council that they are in contractual arrangement with the applicant to take a long lease of the proposed hotel premises.

### Refurbished Office Space

The proposed refurbished office space within Winston House will be located at first, second and third floor levels and will continue to be accessed from the receptions on Regents Park Road and Dollis Park. The areas for rental will be as follows:

- First floor; 1,169 sqm /12,583 sqft.
- Second floor; 847 sqm / 9,117 sqft.
- Third floor; 1,403 sqm / 15,102 sqft.

#### New Retail Unit

The application proposes to retain the existing pub (use class A4), Lloyds TSB bank (use class A2) and estate agent (formerly Bairstow Eves) (use class A2) on the ground floor of Winston House. These units would be extended marginally (between 10sqm and 30sqm each) to the front on Regent's Park Road within the demise of the site.

The application also proposes to combine three of the existing units (351a, 351b and 353 Regent's Park Road) to form a single A1 retail unit. This would also involve a single storey extension at the rear of the building to provide approximately 273sqm of additional A1 floorspace. The new retail unit of 616sqm is proposed to be occupied by Sainsbury's as a small local supermarket.

The following documents have been submitted with the application:

- Design & Access Statement produced by Julian Cowie Architects;
- Supporting Planning Statement by Pearson Associates
- Transport Assessment produced by Rowland Bilsland Traffic Planning;
- Flood Risk Assessment produced by Rogers Corey Partnership;
- Sustainability Report produced by Tetlow King Ltd;
- Noise Report produced by Michael Sugiura Ltd;
- Environmental Report produced by Dinnwin Environmental Ltd;
- Sunlight and Daylight Report produced by the British Research Establishment;
- Marketing Report (incorporating a Building Condition Survey on No.4 Dollis Park) produced by Lambeth Smith Hampton;
- Bat Site Assessment prepared by Leo Batten;
- Employment Report produced by Lambeth Smith Hampton.

### 3 PLANNING APPRAISAL

The planning appraisal is provided under the following headings:

- 3.1 Principle of Proposed Uses
- 3.2 Loss of Office (class B1), Warehouse (class B8) and Gym (class D2)
- 3.3 Proposed Extensions
- 3.4 Impact on Conservation Area
- 3.5 Impact on Neighbouring Residential Properties
- 3.6 Creating an Inclusive Environment
- 3.7 Residential mix and density
- 3.8 Amenity Space
- 3.9 Affordable housing
- 3.10 Trees and landscaping
- 3.11 Bat Assessment
- 3.12 Energy and sustainability
- 3.13 Transport and movement
- 3.14 Air quality and noise
- 3.15 Flood Risk Assessment
- 3.16 Section 106 Planning Obligations

#### 3.1 Principle of Proposed Uses

##### New hotel

London Plan Policy 4.5 states that developments should contribute towards achieving a strategic target of 40,000 net additional hotel bedrooms by 2031, of which at least 10 per cent should be wheelchair accessible. It states that new visitor accommodation should be in appropriate locations and, where it is outside the Central Activity Zone, should be focussed in town centres and opportunity and intensification areas, where there is good public transport access to central London and international and national transport termini. The accompanying Hotel Demand Study (2006) identified at the time that Barnet only supplied 1.1% of London's total hotel accommodation with an estimated need for 500 extra rooms over the period 2007 – 2026. A clear need for additional hotel accommodation therefore exists in Barnet.

UDP Policy TCR1 states that the preferred locations for development of new retail and other key town centre uses (which includes hotels), either through the development of new floorspace or the re-use of existing buildings, are firstly within the primary and secondary shopping frontages of the Major and District Town Centres.

UDP Policy TCR 12 states proposals for evening uses such as drinking establishments (use class A4), restaurants and cafes (use class A3), offices (use classes A2 and B1), hotels (use class C1) and leisure and entertainment (use class D1/D2) will be encouraged where they:

- Comply with Policies TCR10 and TCR11;
- Sustain or enhance the range or quality of facilities and the vitality and viability of these centres;

- Are in keeping with the scale and character of the surrounding area;
- Will be highly accessible by public transport, cycling or walking;
- Would not adversely impact on bus operators; and
- Would not adversely affect the living conditions of nearby residents.

UDP Policy L7 states that the council will permit development proposals for new tourist attractions and facilities (such as hotels) in the borough provided that they do not have a demonstrably harmful impact on the surrounding area. They should preferably be located in the borough's town centres.

UDP Policy L10 states that proposals for hotel development will be permitted provided that:

- There is no demonstrably harmful impact on the amenities of nearby residential properties and other uses;
- The development is in keeping with the scale and function of the town centre, and/or the character of the surrounding area;
- The development is highly accessible by a choice of means of transport; and
- The development is designed to be accessible for people with disabilities.

The application proposes a new 119 bed hotel within Winston House along with a range of refurbished A1 and B1 uses. The site is within the Finchley Church End Town Centre in compliance with London Plan Policy 4.5 and UDP policies TCR1 and L7. The proposal for a hotel is compatible with the proposed town centre location and is considered to enhance the range and quality of facilities in Finchley Church End Town Centre thus improving the vitality and viability of the town centre. The proposed extensions to the existing building are considered to be in keeping with the scale of the surrounding area without impacting on the amenities of the surrounding residential properties (this is considered in more detail later in this report). The site is highly accessible by public transport, walking and cycling being within 100m of Finchley Central Tube Station and with bus services immediately in front of the site. The proposed hotel is considered to be compliant with UDP Policy TCR12, L7 and L10.

The hotel would bring a number of benefits to Finchley Church End Town Centre and the wider area. Travelodge have advised that one of their 120 bed hotels would be expected to create 10 full time jobs and 22 part time jobs. In addition, a hotel will provide benefits to the local economy and businesses through the attraction of additional visitors to the area. Given that Travelodge is a budget hotel chain where services tend to be more limited, guests will tend to spend more in the local economy on goods and services. Based on information from Travelodge, the average spend per guest is £36 a day on goods and services in the local area. For a hotel running at 85% occupancy when it is established, the local expenditure could be over £1million per annum.

Whilst there is no policy requirement to assess the provision of existing hotels, it is worth noting that there are no hotels in Finchley Church End town centre. The nearest hotels are Holiday Inn Express at the junction of Regent's Park Road and the North Circular, Comfort Hotel at the leisure complex off the High Road (A1000) close to the North Circular, and the Travelodge in Whetstone.

#### Retained and extended retail units

The application proposes to retain the existing pub, bank and estate agent on the ground floor of Winston House. The application also proposes to combine three of the existing units (351a, 351b and 353 Regent's Park Road) to form a single A1 retail unit. This would also involve a single storey extension at the rear of the building to provide approximately 273sqm

of additional floorspace. The new retail unit is proposed to be occupied by Sainsbury's as a small local supermarket.

All of the units on the ground floor of Winston House would be extended to the front on Regent's Park Road within the demise of the site by 2.5 metres. This would increase each of the retained units by between 10sqm and 30sqm.

The changes in floorspace for the retail units is summarised in the table below.

**Table 1: Changes in retail floorspace**

Unit	Existing Area	Proposed Area
351A Malini (Use class A1)	175sqm	Merged to form new A1 unit
351B London Tokyo Property (Use class A2)	92sqm	Merged to form new A1 unit
353 Vacant Unit (Use class A1)	76sqm	Merged to form new A1 unit
New retail unit (use class A1)	0sqm	616sqm
357 Lloyds TSB Bank (Use class A2)	155sqm	175sqm
359-363 'Dignity' Public House (Use class A3, A4)	285sqm	315sqm
355 Bairstow Eves (use class A2)	76sqm	86sqm
Total	759sqm	1192sqm

PPS 4 policy EC10 advises that Local Planning Authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably.

Core Strategy Policy CS 6 which states that in order to promote competitive town centre environments and provide consumer choice the Council will realise development opportunities for the town centres of Edgware, North Finchley, Finchley Church End, and Chipping Barnet. It goes on to say that the Council will promote the distribution of retail growth to meet the capacity for an additional 2,200 m<sup>2</sup> of convenience goods floorspace across Barnet by 2021-2026. The majority of the convenience capacity arises in the East sub-area (centred on the District Centre of North Finchley) and West sub-area (centred on the Major Centre of Edgware) beyond 2016.

UDP Policy TCR1 states that the preferred locations for development of new retail and other key town centre uses, either through the development of new floorspace or the re-use of existing buildings, are firstly within the primary and secondary shopping frontages of the Major and District Town Centres. Policy TCR18 states that new large developments in town centres should combine a mix of uses, which would normally include Residential accommodation (including affordable housing) and uses at ground floor level that provide a direct service to visiting members of the public, and accord with the accepted town centre uses contained in policies TCR10 and TCR11.

The existing retail units on the ground floor of Winston House fall within the Main Retail Frontage of the Finchley Church End District Centre. In accordance with Policy TCR1 this is the sequentially preferable location for new retail floorspace. The proposed merged and

extended retail unit of 616sqm includes 251sqm of existing class A1 retail floorspace. The proposal to merge and partially extend these existing units will create a single fit for purpose retail unit that will provide additional enhanced retail facilities within this part of Finchley Church End town centre and is not considered to result in harm to the economic vitality and viability of this part of the town centre. The retail element of the scheme forms part of a wider mixed use proposal which includes hotel, office and residential uses which accords with the requirements of Policy TCR18.

### Residential development in the town centre

UDP Policy TCR13 states that housing development in and near town centres, through conversion and redevelopment of existing buildings and new development, will be permitted except on the ground floor of primary and secondary retail frontages. Policy H2 states that proposals for residential development on sites not allocated for housing under Policy H1 will be assessed in terms of:

- Whether the site is appropriate, having regard to a sequential test;
- The impact of the proposal on its surroundings (including the environmental impact of developing back gardens);
- The availability of access by a choice of means of transport;
- Access to educational and community facilities; and
- Whether land is required for another use, as identified in this Plan and associated planning briefs.

The application proposes the conversion of 4 Dollis Park to provide 27 new residential flats. The application also proposes to retain 11 of the 12 existing flats within Winston House. These will remain unchanged from their current layout. The existing retail units on the ground floor of Winston House will be retained.

The development is in a town centre location and therefore does not conflict with the requirements of UDP policy TCR13. The residential element of the scheme is contained to Dollis Park which is characterised by residential houses. The proposed conversion and extensions to 4 Dollis Park are not considered to result in significant detrimental impacts on neighbouring residential properties. The site is located in an accessible location within 100m of Finchley Central Underground Station and bus services on Regent's Park Road and Ballards Lane. The town centre location means that shops and facilities are within walking distance. As such the site is deemed to be acceptable in terms of the availability of access by a choice of means of transport and its links to facilities. In light of these considerations the principle of converting part of the site to residential use is deemed to be acceptable, subject to compliance with other policies.

Issues around the impact of the proposed development on its surroundings and the compatibility of the design proposed with the character of the surrounding area are discussed in detail further on in this report.

### **3.2 Loss of Office (class B1), Warehouse (class B8) and Gym (class D2)**

The site currently comprises 7,891m<sup>2</sup> of Use Class B1 office floorspace in Winston House and 4 Dollis Park (excluding plant room in both buildings). Of this space only 3,383m<sup>2</sup> within Winston House is currently in active use as B1 offices. The remaining 4,508m<sup>2</sup> is vacant and semi-derelict space on the fourth floor of Winston House (1,535m<sup>2</sup>) and the first, second and third floors of No.4 Dollis Park (2,973m<sup>2</sup>).

The ground floor of No.4 Dollis Park (1,816m<sup>2</sup>) is currently used as Use Class B8 storage space by Turgon flooring suppliers and used as a warehouse to store stock. Next to 4 Dollis Park is an existing two storey building which is occupied by a boxing gym.

The application proposes the conversion of 4 Dollis Park including the boxing gym to create 27 residential flats and the conversion of the fourth floor of Winston House to provide part of the floorspace for the hotel. This would result in the loss of 4,508m<sup>2</sup> of B1 office space and 1,816m<sup>2</sup> of B8 warehouse space.

### Policy context

Core Strategy Policy CS 8 seeks to promote a strong and prosperous Barnet that provides opportunity for economic advancement. The Council will support businesses by (among other things):

- safeguarding existing employment sites that meet the needs of modern business.
- encouraging development that improves the quality of existing employment provision
- encouraging new mixed use commercial floorspace in our priority town centres (Edgware, North Finchley, Finchley Church End and Chipping Barnet) where access to public transport is good

UDP Policy EMP2 relates to the protection of employment land and states that for sites that are used, or have last been used, for class B1, B2, B8 or similar industrial uses, the council will not grant planning permission to redevelop or change them to non-industrial or non-business uses. Exceptions will only be made where there is no realistic prospect of re-use in the short, medium and long-term, or of redevelopment for industrial purposes. In these cases, the priority for re-use will be a mixture of small business units with residential uses.

This is further supported by Policy EMP7 which states that the development of offices for non-employment uses will be granted planning permission only where there is no realistic prospect of their re-use or redevelopment for office purposes. Where this is the case, the priority for re-use would be as a mixed use development. The supporting text to EMP7 states that *“Where it is foreseen that there will be no realistic, productive re-use of office floorspace at a particular site, and it has been actively marketed for 18 months (including as serviced offices with retailing below if in a town centre), the priority for its re-use will be as a mixed use development. This type of development can bring regeneration benefits to a site or area, and help to meet Barnet’s anticipated housing needs.”*

### Marketing report for 4 Dollis Park

The applicants have submitted a Marketing Report for 4 Dollis Park prepared by Lambert Smith Hampton. This sets out the local market context in which the property has been marketed along with the measures, extent and period of marketing.

The report advises that the suburban office market for north London has been in decline for nearly 25 years as a result of a combination of the construction of the M25 and the provision of business parks and office buildings with quick and easy access to the national motorway network which has meant that traditional office markets such as Finchley, Harrow and Watford have struggled to compete. This has resulted in rents remaining virtually static and, if inflation is applied, actually in decline. This decline in rental value has led to little demand and take up of office space in Finchley, which has further dampened rents and which in turn has stifled development. This in turn has meant that in Finchley major refurbishments of office space are a thing of the past, as they are no longer economically viable.



Lambert Smith Hampton was first appointed to market Winston House and 4 Dollis Park in February 2002. Between 2002 and circa 2005, local agents Michael Berman were joint agents.

The marketing report states that the property has been marketed in the following way: Display of a 5' x 4' 'V' board, mounted prominently on the front elevation of Winston House. The wording on the board was deliberately phrased to appeal to a wide range of potential occupiers, stating 'short term office accommodation: all requirements considered'.

The 'V' board advertisement was accompanied by both local mailing and wider Greater London mailing. A local media message campaign was also undertaken. In all cases, the wording was similar to the wording on the 'V' board in order to attract the interest of a wide range of potential occupiers.

Since March 2009, the property has been actively marketed by C&G Properties through both Lambert Smith Hampton and Summit Property Advisors. In this 2 year period, there have been 3 direct mailing campaigns, targeting 500 local businesses. The premises were also registered with 5 internet brokers including Office Broker.com, Instant Offices, Easy Offices, Search Office Space & Flexi Offices.

The report states that the result of this marketing has been just 3 viewings for space in excess of 2500sq ft (232m<sup>2</sup>) out of 32,000sq ft (2973m<sup>2</sup>) available. Two of the parties viewing the premises were seeking space of 2,500sq ft (232m<sup>2</sup>) and 2,800sq ft (260m<sup>2</sup>) respectively, but both eventually renegotiated with their existing landlord to stay in their existing premises. The other party to view the premises was seeking 14,000 sq ft (1,300m<sup>2</sup>) of space, but also elected to remain in their existing location, having ruled out a move to either Winston House and/or 4 Dollis Park.

The premises have been therefore been actively marketed over the 2 years immediately prior to the submission of the planning application to which this report relates, a period in itself exceeding the 18 months stipulated in the supporting text to Policy EMP7 of the UDP. The sum total of interest in that period was three viewings, none of which resulted in take up of any space in the building.

If the previous marketing between 2002 and 2005 is taken into account, the property has been actively marketed for a period considerably in excess of the 18 months specified in the supporting text to UDP Policy EMP7. Importantly, the property has been marketed in an open way with the specific intention of appealing to a wide range of potential occupiers, with a view to maximising the prospect of securing an occupier of the premises.

It is relevant that the period during which the property has been marketed includes a lengthy period when the market was buoyant and active. It is therefore reasonable to assume that, if there was ever a reasonable prospect of securing lettings of 4 Dollis Park, then lettings would have been secured during this period as a result of the property being actively marketed at a time when market conditions were favourable.

#### *Price sought*

The vacant space was offered on an inclusive basis of £25.00 per sq ft including rent, rates and all other services. Although this is not at a discount to the rest of the market, this figure is in line with market expectations and would be considered reasonable. The marketing report includes a schedule of available office space to allow the marketing rate of £25.50 per sq.ft to be compared. In this schedule, the basic rent varies between £12.50 and £22.50 per sq ft, with rents typically in the order of £15.0 or £16.0 per sq.ft. It should be noted that this is the

basic rent, and not the inclusive basis on which 4 Dollis Park has historically been offered. To allow a direct comparison with the offer in relation to 4 Dollis Park, additional costs such as rates and services have been added to the basic rents at a rate of between £1.62 and £9.70 per sq.ft.

The only example in the schedule (Solar House) that is directly comparable to the basis on which 4 Dollis Park was offered to the market, the all inclusive cost is £26:24 per sq.ft, or £1.24 per sq. ft in excess of the price sought in relation to 4 Dollis Park. Whilst it is acknowledged that it is difficult to compare properties on an exact like-for-like basis, this analysis nonetheless demonstrates that the price of £25 per sq. ft. sought in relation to 4 Dollis Park was certainly in line with market expectations.

#### *Comparison with other market lets*

The Marketing Report includes a schedule which identifies six properties in the area with vacant office space that were available as of March 2011. Although the nature of the office market in Finchley limits the number of properties in the schedule, the office properties that are available in Finchley are a significantly better product than 4 Dollis Park and consequently more attractive to potential occupiers.

#### *Economic viability of refurbishment for office use*

A Condition Survey for 4 Dollis Park has been submitted with the Marketing Report which states that 4 Dollis Park is regarded as (although structurally sound) seriously and generally dilapidated, with substantial damp penetration. The estimated cost of repair, improvement and maintenance would be in the region of £3,500,000 (exc. VAT).

The report assesses the likely capital worth of the building using a letting value of £18:00 per sq ft. (which is, if anything, slightly above the rents of £15 to £16 per sq ft. typical for this area), arriving at a capital worth of £257.14 per sq ft for the property if refurbished as offices. The report then identifies the various cost associated with refurbishing the building to an acceptable standard, using the costs set out in the BCIS construction tables. The outcome is a deficit of £46.20 per sq. ft.

The report conducts a similar exercise for the redevelopment of the site as commercial office space (demolition and re-build), arriving at a deficit of £55.00 per sq. ft. The assessments demonstrate that neither the refurbishment nor the redevelopment of the site for commercial office space is economically viable.

#### *Conclusion*

There is therefore no realistic prospect of 4 Dollis Park being refurbished or redeveloped for office use. Both policy EMP2 and EMP7 state that where there is no realistic prospect of re-use of B1 or B8 floorspace in the short, medium and long-term, or of redevelopment for industrial purposes the priority for its re-use will be as a mixed use development. The UDP recognises that mixed use development which includes residential use can bring regeneration benefits to a site or area, and help to meet Barnet's anticipated housing needs. The proposed re-use of the existing buildings is for a mixed use development. Therefore the application is considered to be in accordance with UDP Policies EMP2 and EMP7.

### Loss of warehouse (Use Class B8)

The ground floor of 4 Dollis Park (1,816m<sup>2</sup>) is used as a class B8 warehouse. The submitted report from Lambert Smith Hampton states that the existing warehouse space available is neither sufficient in area nor sufficiently flexible in layout for most B8 users. It suggests that the existing space would only be attractive to a limited number of occupiers with the prospect that, in the event that the existing occupiers were to vacate the premises, it would difficult to re-let the space.

It is considered that the existing B8 use is not the most efficient use of what is a highly sustainable location. The existing B8 use is a low intensity use employing no more than 6 people in total. Even if the available B8 space was operated on a more intensive basis, the nature of B8 uses is such that the use would be likely to generate the same numbers of jobs as those generated by other employment generating uses.

The impact on residential amenity from the B8 occupiers also needs to be considered. Any B8 use is likely to generate movements by heavy lorries and/or frequent movements of smaller commercial vehicles. These could take place outside working hours. The access to the existing B8 warehouse is from Dollis Park and directly opposite residential properties. It is therefore inevitable that a B8 use of the space will give rise to issues of residential amenity. The replacement of the B8 space with uses compatible with the adjoining residential properties is therefore another benefit to arise from the proposed development.

The occupiers of the existing B8 space within 4 Dollis Park do not occupy all of the facility. The lease for the current B8 user expires in November 2012 and the applicant has advised that the occupiers are actively looking for an alternative location that more suits their needs and is in a more appropriate location for vehicle deliveries than the current facility.

The loss of the B8 floorspace is not in accordance with UDP Policy EMP2. However the benefits arising from the proposed development including the overall gain in employment arising from the proposed development – both in terms of the number of jobs created and the quality of those jobs – and the provision of a more compatible use in relation to the neighbouring residential houses, are considered to be sufficient to outweigh the loss of this B8 space.

### Loss of gym

The application proposes the removal of the existing boxing gym and the building will be converted to provide 3 affordable housing units.

Policy L23 “Indoor Sports and Recreation Facilities - Protection” of the UDP provides that the Council will refuse development resulting in the loss of indoor sports facilities to other uses unless, *inter alia*, replacement facilities of at least equivalent quantity and quality are provided on site or on a suitable alternative site or alternative benefits to the community would result.

In considering the loss of the gym, it is important to understand the nature of the existing facility. The existing gym occupies an area of 212 square metres and is currently used as a boxing gym. Apart from a boxing ring and associated equipment, the gym building itself does not have any toilet facilities, washing or showering facilities and users have to obtain a key and use another part of the building, which will no longer be available to them once the site is redeveloped. The gym could therefore be considered not to be fit for purpose.

The current gym building abuts the garden boundary of residential houses in Dollis Park and the access is also opposite residential houses. There are no restrictions on the hours of operation of the gym.

Of the two exceptions highlighted in Policy L23, the first is where, replacement facilities of at least equivalent quantity and quality are provided on site or on a suitable alternative site. In this context, the current operator of the gym is actively seeking alternative, more appropriate premises. Whilst it is too early at this time to suggest that the policy has been complied with in this respect, it is equally clear that the intention to relocate to alternative premises in the near future.

The second exception to Policy L23 is where alternative benefits to the community would result from the proposed development. The benefits arising from the proposed scheme for Winston House can be summarised as follows:

- The potential for an additional 194 jobs on the site when compared to the current number of employees;
- Removal of an unneighbourly B8 use;
- Significantly improved retail offer at ground floor level within the Main Retail Frontage;
- Additional residential units, including 3 affordable housing units;
- Enhanced visual appearance of the buildings;
- New hotel and associated economic activity within the town centre

Given the poor quality of sports facility that would be lost, it is considered that the benefits outweigh the loss of the existing boxing gym. Accordingly, the proposed development is in accordance with Policy L23.

### Summary

The application proposes the refurbishment, rationalisation and improvement of the existing office space within the site. A total of 4,508m<sup>2</sup> of vacant and semi-derelict space on the fourth floor of Winston House (1,535m<sup>2</sup>) and the first, second and third floors of No.4 Dollis Park (2,973m<sup>2</sup>) will be lost as a result of the proposed development. However 3,383m<sup>2</sup> of office space within Winston House will be retained and refurbished to ensure that it provides fit for purpose space that can continue to provide viable office space in this part of Finchely Church End.

The loss of vacant derelict office space from 4 Dollis Park and the 4<sup>th</sup> floor of Winston House has been supported by a Marketing Report and on balance is considered acceptable in the context of economic benefit to the town centre from the proposed hotel and other uses and the potential job creation.

The application would also result in the loss of 1,816m<sup>2</sup> of Use Class B8 storage space and a 212m<sup>2</sup> boxing gym. Based on the consultation responses received, these uses are understood to cause a number of conflicts with the residential properties on Dollis Park. The loss of these facilities, when considered against the economic benefits of the wider mixed-use development is also considered acceptable.

## Jobs and employment

Core Strategy policy CS8 states that the Council will encourage development that improves the quality of existing employment provision.

The table below, taken from the adopted Barnet Contributions to Libraries Supplementary Planning Document (SPD), can be used to calculate the potential number of employees from different uses. In the case B1 office space the London Plan 2011 employee density figure of 12sqm per employee (para 4.11 of the London Plan) will be used.

**Table 2: Floorspace ratios for commercial classes (LBB Contributions to Libraries SPD)**

Description of Development	Use Class	Floorspace per Employee Ratio
General retail and shops; food superstores	A1	20m <sup>2</sup> per employee
Other superstores; retail warehousing including wholesale warehousing	A1	90m <sup>2</sup> per employee
Financial and professional services premises	A2	20m <sup>2</sup> per employee
Restaurants, cafes, drinking establishments and takeaways	A3 – A5	20m <sup>2</sup> per employee
Offices other than Class A2; business parks; call centres	B1	22m <sup>2</sup> per employee
General industry	B2	20m <sup>2</sup> per employee
Storage and distribution industries	B8	80m <sup>2</sup> per employee
Leisure facilities; cinemas; sports centres	D2	90m <sup>2</sup> per employee
Hotels	C1	1 employee per 2 bedrooms

The maximum potential number of employees that could occupy the existing office, retail and warehouse uses within Winston House and 4 Dollis Park can be calculated using these figures. The same calculation can be carried out for the proposed refurbished office, hotel, and retail floorspace to determine the net change in potential employees. This information is compiled in table 3 below.

**Table 3: Potential Employment from the Site**

Use Class	Potential Jobs from Existing Floorspace	Potential Jobs from Proposed Floorspace	Actual Current Jobs
B1 (Office)	7,891sqm 657	3,474sqm 289	180
B8 (Warehouse)	1816sqm 22	0	6
D2 (Gym)		0	3
A1, A2, A4 (Retail)	759sqm = 38	1192sqm 60	22
C1 (Hotel)	0	3,729sqm 60	0
<b>Total</b>	<b>717</b>	<b>409</b>	<b>211</b>

The site has the potential to generate 409 jobs from the proposed uses.

The potential number of jobs that could be created from the existing floorspace within the buildings needs to be put in the context of the actual physical condition of the buildings and space which includes 4,508m<sup>2</sup> of derelict and vacant B1 office space which would require significant investment to bring it up to standard before it could be occupied. Even then, based on the Marketing Report submitted with the application, it would be highly unlikely that the space would be able to be let. The cost of the works when considered against the likely rent levels makes this work unviable.

The applicants have provided a breakdown of the total number of jobs currently provided within Winston House and No.4 Dollis Park, including the retail units fronting Regent's Park Road. At the time of submission the site employed 211 people including 180 within the office space in Winston House, 6 people within the B8 warehouse and 3 people associated with the boxing gym. This is significantly less than the theoretical potential of 717.

In contrast, the applicant has got a contract with Travelodge, subject to obtaining planning consent, to take a long lease for the proposed hotel. This use is therefore guaranteed to generate jobs. Travelodge have advised that a typical 120 bed hotel would generate 10 full time jobs and 22 part time jobs.

The proposal will refurbish the existing occupied office space within Winston House therefore making it more attractive for modern lettings. It could therefore be argued that the London Plan 2011 employee density figure of 12sqm per employee is more likely to be achieved from the refurbished, serviced and fit for purpose office space and is unlikely to be achieved from the current vacant/derelict space within the existing buildings.

Therefore whilst the proposal will result in the loss of 4,508sqm of vacant, unused office space, in terms of economic development the proposal represents an opportunity to increase the employment profile on the site for the benefit of the local area.

### **3.3 Proposed Extensions**

Planning Policy Statement 1 (PSS1) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development (paragraph 33). It makes it clear that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area should not be accepted (paragraph 34). The statement also points out that although visual appearance and the architecture of buildings are factors in achieving high quality design, securing high quality design goes far beyond aesthetic consideration. It then makes it clear that good design also involves integrating development into the existing urban form and built environment (paragraph 35).

UDP Policy GBEnv1 states that the Council will protect and enhance the character and quality of the Borough's built environment. Policy D1 requires new development to be of high quality design and in keeping with the Council's objectives of sustainable development and ensuring community safety while Policy D2 states that the Council will encourage development proposals which are based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, bulk, height and pattern of surrounding buildings, surrounding street patterns and the overall character and quality of the area.

## 2-storey extension on roof of Winston House

A two-storey, glazed extension is proposed to Winston House. This will provide the majority of the accommodation for the proposed new hotel.

The massing of the hotel extension has been designed to complement the existing Winston House building and to minimise the visual impact on the surrounding area. The proposal comprises the raising of the parapet of Winston House in marble to match the existing material. The 2-storey extension behind this would take the form of a lightweight glazed structure on the existing roof. The existing plant areas and telecoms masts at this level would be removed. The line of the parapet is broken by four extended projecting bays which articulate the facade providing interest and variety at roof level. This would reflect the roofscape of the existing parades. The significance of the corner of the building with Dollis Park is emphasised with the extension of the existing larger bay - this reflects the existing streetscape where the end of the parades are articulated with cupolas. A comparison streetscene elevation is provided in **Appendix 2** to show the existing building and proposed building in the context of the other buildings on Regent's Park Road.

The proposed 2-storey glazed extension is set back from the main façades of Winston House along both the Regent's Park Road and Dollis Park elevations. It is also set back from the return flanks of the building to the south adjacent to St Mary's County Court and the west adjacent to 4 Dollis Park. These set backs and the raised parapet to the fourth floor serve to reduce the bulk of the extension from street level.

The proposed 2 storey extension will be clad in a continuous surface of toughened, double glazed glass panels similar to the glazed extension to the Tate Modern. Framing to the panels, floor edges and parapets will be concealed behind the etched panels. The glazed surface will reflect the sky and be animated throughout the day by varying shadows and daylight. This design and the use of glass will mean that the extension will read as a separate, lightweight element at the top of the building.

Key views of the building looking north and south along Regent's Park Road and a view looking east up Dollis Park have been provided to show the visibility and visual impact of the proposed extension from the street (see **Appendix 3**). These demonstrate that only the upper floor of the extension will be visible when standing some distance away from the building.

A long distance view has also been provided from Ballards Lane on the north side of the Northern Line railway tracks. This is the main view that the proposed 2-storey extension will be visible from (see views included in **Appendix 3**). There is an existing set back plant room on top of Winston House along the Dollis Park wing of the building which is currently visible from this point. The proposed extension will be larger and therefore more visible. However the extent to which this causes any visual impact needs to be considered within the context of the townscape of Finchley Church End town centre which includes high rise buildings such as Gateway House and Central House. When viewed from Ballards Lane the building will be seen behind other buildings in the foreground. The glazed structure of the upper floor will be the main element visible but this does not significantly project above the existing parades along Regent's Park Road. The building will not obstruct views of important buildings such as King Edward Hall. As such the proposed glass extension will form the back drop to the townscape. The scale of the extension is not considered to result in significant visual impact within this part of Finchley Church End or be out of keeping with the scale of the existing building and it's surroundings. The proposed glazing material will help reflect light and further aid with softening any views of the building.

### Extensions to the retail frontage along Regent's Park Road

The existing retail frontage of Winston House to Regents Park Road at ground floor level is significantly lower in height when compared to surrounding parades of traditional shop units. The existing shops are set back beneath a low and deep canopy that creates a dark uninviting space. The existing canopy measures 3.1m to the soffit and 3.5m to top of the fascia and projects 1.5m from the building.

A single storey glazed extension at street level is proposed along the frontage of the retail units. This would project 2.5m from the existing building and measure 4m high from pavement level. The shop fronts in the parade on Regent's Park Road immediately to the north of the site measure 5.5m to the top of the fascia board. The height of the proposed shop front extension is considered to be proportionate with the scale of shop fronts on surrounding buildings. A canopy will project from the extended shop fronts by 1m.

The proposed extension will take up part of the space that currently exists in front of the building. This space is private land within the red line boundary of the site. The existing adopted public footpath will not be affected.

There is currently a distance of approximately 9.5m between the existing shop fronts and the kerb line within the bus layby and approximately 7.5m between the shop fronts and the rear of the bus shelter. A gap of 5m will continue to be provided between the building and the bus shelter. At the southern end of the building where the gap between the building and the kerb line is at it's narrowest, a clear distance of over 3.5m will be provided. This space complies with Highways standards.

The proposed extension to the shop fronts will include integrated and unified shop signage and lighting. Signage for each of the shops is restricted to the internal fascia set back from the glazed elevation and is illuminated via a recessed pelmet detail. An external projecting 800 x 800mm square sign for each shop will be provided on the façade. A horizontal glazing bar defines a 1200mm zone within which the external and internal signage is located. A 1200mm projecting canopy above this provides recessed illumination for the signage. The entrances to each shop are defined by deeply projecting glazing bars. The design of the shop fronts will enhance the appearance of the existing building and will provide modern contemporary retail frontage within the town centre.

The proposed extension to the shops facing Regent's Park Road is considered to be acceptable.

### Extensions and alterations to 4 Dollis Park

In addition to the conversion of the existing 4 Dollis Park building, the application proposes some extensions at roof level to provide additional flats. These comprise limited extensions on part of the existing flat roof at the third floor level (fourth storey) and the addition of a new fourth floor level (fifth storey) to provide two large 3 bed penthouses. The extensions will be a combination of obscure and clear glass in a white powder coated aluminium frames.

The proposed extensions are set back from the parapets to minimise visibility from the street and surrounding properties. The fourth floor level extension will be the same height as the existing curved stair core at the front of the building. The size of the extensions are proportionate to the scale of the existing building and are considered to be acceptable. As a result of the set backs and proposed glazed structure, the extensions are not considered to result in significant detrimental visual impact on the streetscene of general locality. The issue of privacy and residential amenity is dealt with in section 3.5 of this report.



A new glazed entrance screen is proposed to be inserted beneath the existing overhang facing the street. The existing high brick wall along the pavement in front of the building will also be reduced in height and with new railings installed to create a more open frontage to the street. These changes are considered to improve the appearance of the building within the streetscene.

The existing building housing the gym will be remodelled to provide a better transition between the residential houses on Dollis Park and the red brick building of 4 Dollis Park. The pitched roof will be removed and replaced with a lower roof. Following public consultation the applicants have amend the elevation to give it a partial pitched to reduce the height against the adjoining property at 6 Dollis Park.

The proposed extensions to Winston House and 4 Dollis Park are considered to be in accordance with national guidance contained in PPS1 and UDP Policies GBEnv1 and D2.

### **3.4 Impact on Conservation Area**

Under Policy PPS5 policy HE3, regional and local planning approaches, the advice is that local development frameworks should set out a positive, proactive strategy for the conservation and enjoyment of the historic environment in their area, taking into account the variations in type and distribution of heritage assets, as well as the contributions made by the historic environment by virtue of:-

- its influence on the character of the environment and the area's sense of place'
- the potential to be a catalyst for regeneration, in particular through leisure, tourism and economic development;
- the stimulus it can provide to inspire new development of imaginative and high quality design;
- the re-use of existing fabric, minimising waste;
- its mixed and flexible patterns of land use that are likely to be and remain sustainable.

UDP Policy HC1 states that the Council will refuse planning permission for development proposals which fail to preserve or enhance the character or appearance of Conservation Areas.

The boundary of the Church End Finchley Conservation Area runs along the southern boundary of the site. The conservation area includes the modern Court House building which is immediately adjacent to Winston House on Regent's Park Road.

Winston House is a post-war modern purpose built mixed use building. The building is marble clad but somewhat tired and in need of refurbishment. By carrying out this refurbishment, the existing building fabric will be retained and brought back into use. As discussed in section 2.3.3, the proposed 2-storey glazed extension would not be instantly apparent or overly dominant from street level and will not interfere with the long-distance views of King Edward Hall or of the other surrounding buildings of note. The proposals will see the removal of the existing antennae from Winston House that currently clutter the roofscape which is considered to be a visual enhancement for the area. The Conservation Area will be retained intact, but the regeneration benefits that are afforded by the additional employment, housing, tourism and town centre uses will all benefit the long-term economic future of this part of the Conservation Area.

Paragraph HE6.1 of PPS5 advises on information required for applications for consent affecting heritage assets. Whilst there is no specific alteration of any of the historic assets within the Conservation Area or listed buildings, the design concept has had careful consideration of the surrounding context.

A detailed urban study of the existing buildings and their context was undertaken to inform the alterations to the facades of the Winston House building. Within the Church End Finchley Conservation area, the King Edward Hall building establishes a rhythm of a plinth comprising a glazed retail frontage, a middle band of "heavier" masonry with windows articulated with bays and stone surrounds, whilst the mansard roof is given visual interest through projecting dormers, gables which break the parapet line. The King Edward Hall building is given further presence through the cupola structure on the corner. Rather than resort to pastiche, the architectural proposals aim to reinforce the streetscape set up by King Edwards Hall.

This is most apparent on the Regents Park elevation where the proposed glazed extension at ground level will create a shop front commensurate with the scale of the surrounding buildings and will reinforce the primary retail frontage. The proposed extension of the hotel at roof level will complete the hierarchy of the facade forming a "roof" setback and articulated through the vertical extension of the existing bays to break the parapet line. The significance of the corner as demonstrated by the cupola on King Edwards Hall is abstracted in the enlargement of the end bay on Winston House.

Where the site backs onto the Church End Finchley Conservation area, the existing buildings of Dollis Park and Winston House are set back from the boundary via an existing car park. The proposals include new landscaping to form a green buffer zone and improve the appearance of the existing car park. This is continued in the planted terraces to the rear of the Dollis Park building.

The proposal is considered to enhance the appearance of the existing Winston House and 4 Dollis Park buildings. The proposed extensions to the building will not impact on views of the conservation area. The application will not harm the character or appearance of the conservation area and is in accordance with UDP Policy HC1.

### **3.5 Impact on Neighbouring Residential Properties**

Policies GBEnv1 and GBEnv2 of the adopted UDP seek broadly to protect the quality of the Borough's built, open and natural environments for existing residents and to improve amenity. Policy D5 requires that proposals allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy ENV12 states that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Policy H16 makes it clear that new residential developments should preserve adequate daylight, outlook and residential amenity. Policy H17 requires a minimum distance of 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. This distance should be increased by three metres for each additional storey over two storeys. Where overlooking is a problem, especially in relation to neighbouring development, a higher degree of privacy will be required. The policy provides flexibility for developments in town centre locations and regeneration areas.

## Overlooking

The proposals have been developed to avoid overlooking of the residential properties and gardens on Dollis Park and Victoria Avenue.

The proposed new apartments to be located in the existing Dollis Park building will generally reuse the existing windows as these are considered to be an attractive feature of the building. Where reuse of the existing windows would have the potential to create overlooking to adjacent properties and their gardens the internal layouts have been designed so that these rooms would be double aspect and the particular windows will be obscured with etched glazing to a level of 1.8 metres to prevent views out but let light in. The dual aspect design will ensure that the proposed flats achieve sufficient daylight and sunlight and have alternative views into the internal courtyards or other elevations of the building. All windows to the side elevation of 4 Dollis Park are to feature obscured glazing upto a level of 1.8 meters internally to prevent any possible overlooking issues along the boundary to rear garden areas. This will be secured by condition.

Where external balconies are proposed these have been screened using full height fixed timber screens located to avoid potential overlooking towards adjacent properties or their gardens. This will be secured by condition.

The existing slope of the land and densely planted mature trees add additional screening into and out from the application site

There are no windows or openings proposed to the side elevation of the current boxing gym building which is proposed to be converted to 3 flats. The upper floor rear windows serving the two bedrooms of one of the flats have been angled to prevent overlooking to adjacent rear gardens. Ground floor rooms will be screened by a 2.1m high close boarded timber boundary fence.

The windows of the proposed flats comply with policy H17 by providing 21m to facing windows of neighbouring properties. The rear elevations of properties in Church Crescent are over 60m from the flat walk of 4 Dollis Park. The rear windows in number 2 Victoria Avenue would be approximately 28m from the rear elevation of 4 Dollis Park. There are no direct facing windows in the adjacent properties in 6-12 Dollis Park. The main issue of privacy therefore relates to the gardens of these properties. In this instance the proposed measures to prevent direct overlooking of neighbouring gardens from windows and the upper floor terraces are considered to be sufficient to ensure that the proposed development does not result in undue loss of privacy to neighbouring residential occupiers.

## Daylight and Sunlight

Policy H16 of the UDP states that new residential developments should harmonise with and respect the character of the area within which they are situated and provide and preserve adequate daylight, outlook and residential amenity.

National Guidance is contained in the Building Research Establishment's 1991 publication "Site layout planning for daylight and sunlight: A guide to good practice (referred to as the "BRE Guide")".

The BRE report advises daylight levels should be assessed for the main habitable rooms of residential property. Habitable rooms in residential properties are defined as kitchens, living rooms, dining rooms and bedrooms although bedrooms are considered less important as they are mainly occupied at night.

Several methods for calculating daylight that can be employed in various situations. The vertical sky component (VSC) analysis is a measure of the amount of sky visible to the centre point of a window and is generally used to assess properties neighbouring a development site to demonstrate the potential for daylight adequacy. The BRE guide advises that a building may be adversely affected by a development if, “the VSC at the centre of an existing main window is reduced to less than 27% or less than 0.8 times its former value”.

The average daylight factor (ADF) is a more detailed assessment employed generally used to assess the adequacy of daylight within scheme proposals but it can also be employed where detailed information is known for neighbouring properties. An ADF analysis is a more comprehensive form of analysis which takes the VSC into account but also other factors including the size and number of windows serving the room in question, the internal finish within that room, the glazing to be used and the use to which that room is to be put. As access could not be obtained to neighbouring properties the ADF calculation for the proposed development could not be carried out.

A Sunlight & Daylight Assessment has been submitted for the proposed development. This assesses the likely impact of the development using the VSC method. The report confirms that properties in Church Crescent would not be affected by the development.

The front of 1 Dollis Park would face the new development and the front windows of the house have been analysed. The report states that all five windows would easily meet the BRE guidelines. They would have a vertical sky component greater than 27% and well over 0.8 times the value before, following the implementation of the development. Any loss of daylight would be small and not significant. The report also considers that loss of light to dwellings further along Dollis Park and to the rear of the site in Victoria Avenue would be very small and well within the BRE guidelines.

The report also evaluates the daylight provision to the proposed new flats within 4 Dollis Park using the ADF method.

Of the 44 rooms evaluated on the lowest floors of the building, 42 would meet the British Standard guideline on ADF for living rooms, kitchens and bedrooms. The two that do not are a living room and a bedroom of which the bedroom is only marginally below the guidance target. The rooms on the higher floors would be expected to receive more daylight.

### **3.6 Creating an Inclusive Environment**

Development plan policies state that new developments should be accessible, usable and permeable for all users.

The Design and Access Statement submitted with the application explains how the principles of inclusive design have been integrated into the development.

The site is located within walking distance (approximately 5 minutes) of the Finchley Central Station and is well served by buses along the Regents Park Road. Furthermore, a bus stop is located towards the Dollis Park end of the Winston House building. The building will be approached at ground level from the pavements along the two main road frontages

Parking will be provided in the existing courtyard to Winston House and in the refurbished ground and mezzanine areas of 2 Dollis Park building. In each instance designated disabled

bays will be added together with the provision of secure cycle storage. Provision has been added for the safe dropping of and turning of coaches if required adjacent to the hotel entrance.

The buildings within the application site are existing and the proposals mainly comprise the addition of roof extensions, which will be designed to meet the relevant current standards. Where practical the refurbishment of the buildings at entrance level will improve the accessibility into the buildings.

The existing entrance locations to the upper floors on Dollis Park and Regents Park Road will be retained and modified to provide flush thresholds and new doors with a clear width of 900mm. The entrances to the cores will be covered and illuminated. The proposed glazed extension and planting to the Regents Park Road elevation will provide flush thresholds into the retail units to ensure easy access for all users.

The existing stepped entrance to the Dollis Park building will be retained and refurbished to preserve the character of the building. A new main entrance with a flush threshold will be provided off the entrance forecourt adjacent to the proposed car parking access. The apartments in the former gym building will be accessed via a gently sloping ramp.

10% of the 27 new apartments will be designated as “wheelchair accessible flats”, which equates to 3 apartments; one at ground level in the former gym building and 2 at first floor in the Dollis park building. These will be designed to meet the criteria in the “Wheelchair accessible Housing; Best Practice Guidance” produced by the Mayor of London together with the Habinteg “Wheelchair Housing Guide”.

Stairs and lifts within the existing buildings will be retained and refurbished to meet Part M and K of the Building Regulations. The existing stairs accessed from the Regent’s Park Road elevation will be retained and a new part M compliant lift will be added to provide disabled access to the office floors above. A 1500 x 1500mm clear space will be provided in front of the lift for a wheelchair turning circle at each level.

All of the proposed new flats will be built to Lifetime Homes standards.

### **3.7 Residential mix and density**

Core Strategy policy CS4 aims to create successful communities by seeking to ensure a range of dwelling sizes and types. Policy DM8 of the Development Management Policies DPD requires development to provide, where appropriate, a mix of dwelling types and sizes in order to provide choice for a growing and diverse population for all households in the borough.

The scheme proposes the following mix:

<b>Size</b>	<b>Number of Units</b>	<b>Percentage of Total</b>
1bed flat	3	11%
2 bed flat	18	67%
3 bed flat	6	22%

The mix reflects the site’s town centre location and the constraints of converting an existing building.

Appendix 1 of the Council's adopted Sustainable Design and Construction SPD sets out the minimum floor areas for residential development in Barnet. In addition, Policy 3.5 of the London Plan requires the design of all new dwellings to meet dwelling space standards which are set out in Table 3.3 of the plan (see table copied below). The London Plan residential space standards are greater than the standards in the Council's adopted SPD and therefore the application has been assessed against the London Plan.

**London Plan Table 3.3 Minimum space standards for new development**

	Dwelling type (bedroom (b)/persons-bedspaces (p))	GIA (sq m)
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
	3b5p	86
	3b6p	95
	4b5p	90
	4b6p	99

A detailed breakdown of the proposed flats is provided below. Each of the proposed apartments exceed the London Plan minimum space standards. The detailed flat sizes are provided below. Where habitable rooms are given, a separate kitchen/diner is counted as a habitable room.

**4 Dollis Park:**

- Flat 1: 2B, 4 Hab rooms - 114 Sqm
- Flat 2: 3B, 5 Hab rooms - 168 Sqm
- Flat 3: 2B, 4 Hab rooms - 136 Sqm
- Flat 4: 2B, 4 Hab rooms - 182 Sqm
- Flat 5: 3B, 5 Hab rooms - 142 Sqm
- Flat 6: 1B, 2 Hab rooms - 75 Sqm
- Flat 7: 2B, 3 Hab rooms - 78 Sqm
- Flat 8: 2B, 4 Hab rooms - 105 Sqm
- Flat 9: 2B, 4 Hab rooms - 113 Sqm
- Flat 10: 3B, 5 Hab rooms - 168 Sqm
- Flat 11: 2B, 4 Hab rooms - 121 Sqm
- Flat 12: 2B, 4 Hab rooms - 127 Sqm
- Flat 13: 3B, 5 Hab rooms - 172 Sqm
- Flat 14: 1B, 2 Hab rooms - 75 Sqm
- Flat 15: 1B, 2 Hab rooms - 77 Sqm
- Flat 16: 2B, 4 Hab rooms - 105 Sqm
- Flat 17: 2B, 4 Hab rooms - 111 Sqm
- Flat 18: 2B, 4 Hab rooms - 125 Sqm
- Flat 19: 2B, 4 Hab rooms - 118 Sqm
- Flat 20: 2B, 4 Hab rooms - 116 Sqm
- Flat 21: 2B, 4 Hab rooms - 77 Sqm
- Flat 22: 2B, 4 Hab rooms - 105 Sqm

Flat 23: 3B, 5 Hab rooms - 183 Sqm

Flat 24: 3B, 5 Hab rooms - 187 Sqm

Building formerly used as gym:

Flat A: 2B Duplex, 3 Hab rooms - 105 Sqm

Flat B: 2B, 3 Hab rooms - 75 Sqm

Flat C: 2B, 3 Hab rooms - 74 Sqm

#### Retained flats within Winston House

Eleven of the twelve existing residential flats within Winston House will be retained as part of the proposals and now works are proposed to them. The twelfth unit, which does not have planning permission and forms a small, under-sized studio apartment, will be removed and converted to B1 floorspace. One of the original residential units in Winston House was converted historically to B1 office and has been used as such for many years. This unit is proposed to be retained as B1 floorspace.

All of the units to be retained are residential units that were approved when Winston House was originally built and are a mixture of one and two-bedroom units.

The detailed sizes are as follows:

Flat 1: 2B, 3 Hab rooms - 59 Sqm

Flat 2: 2B, 3 Hab rooms - 52 Sqm

Flat 3: 2B, 3 Hab rooms - 68 Sqm

Flat 4: 1B, 2 Hab rooms - 55 Sqm

Flat 5: 2B, 3 Hab rooms - 59 Sqm

Flat 6: 2B, 3 Hab rooms - 52 Sqm

Flat 7: 2B, 3 Hab rooms - 68 Sqm

Flat 8: 1B, 2 Hab rooms - 55 Sqm

Flat 9: 2B, 3 Hab rooms - 75 Sqm

Flat 11: 2B, 3 Hab rooms - 75 Sqm

Flat 12: 2B, 3 Hab rooms - 75 Sqm

(Note Flat 10 is removed as part of this application)

Whilst the application does not propose any works to the existing flats it is worth noting that seven of the eleven flats exceed the current London Plan Minimum Space Standards. Of the remaining four, two are within 2sqm of the required standard.

#### Density

The Council's UDP policy on residential density (H21) states that the council will favourably consider proposals for higher density, residential development within Barnet's Major and District Town Centres provided such proposals comply with Policy D1 and relate satisfactorily to their surroundings.

London Plan policy 3.4 seeks to optimise the housing potential of sites with reference to the density matrix contained in Table 3.2 (see table below) which provides a guide to appropriate density ranges for particular locations, depending on accessibility and character.

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

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

The application site is in an accessible location and benefits from a PTAL of 4 and is considered to fall within an urban setting as defined in the London Plan. The proposed development would provide an average of 4 habitable rooms per unit. Taking all of these factors into consideration, the London Plan Density Matrix suggests a range of 45-185 units per hectare or 200-700 habitable rooms per hectare (see highlight in table above).

Taking the site area of 4 Dollis Park only, the proposed development of 27 flats on a 0.25 hectare site equates to a density of 108 units per hectare or 416 habitable rooms per hectare based on 104 habitable rooms within the development. Both of which are comfortably within the identified range within the London Plan density matrix. The application is considered to be compliant with policies on density.

### **3.8 Amenity Space**

UDP Policy H18 provides the following standards for provision of gardens or amenity space in new residential schemes:

- For Flats:
  - > 5 square metres of space per habitable room.
- For Houses:
  - > 40 square metres of space for up to four habitable rooms.
  - > 55 square metres of space for up to five habitable rooms.
  - > 70 square metres of space for up to six habitable rooms.
  - > 85 square metres of space for up to seven or more habitable rooms.

It also recognises that proposals in or near town centre sites may be exempt from this requirement if alternative amenities are provided.



Based on UDP Policy H18 the scheme is required to provide 520sqm of amenity space for the new residential flats based on a total of 104 habitable rooms.

White rendered curved balconies will be added to some of the new apartments created in 4 Dollis Park. These will be in a style sympathetic with the period of the building. Recessed balconies will also be formed for some of the apartments by removing some of the large existing windows with a white rendered frame created around the opening. Roof terraces are provided for flats on the upper floors. Further amenity space is provided in the form of two central courtyards at first floor level within the building. A small courtyard garden is provided to the rear of the gym building and a separate courtyard is provided at the rear of the main 4 Dollis Park building.

The areas of amenity space are as follows:

- Private external garden areas - 84 sqm / 905 sqft
- Internal courtyard/lightwells - 144 sqm / 1550 sqft
- Projecting balconies - 114 sqm / 1225 sqft
- Recessed balconies - 82 sqm / 880 sqft
- Roof terraces - 317 sqm / 3410 sqft (this is taken as useable area of roof terrace and does not include hedging/planting outside of privacy screens etc )

A total of 741sqm of amenity space will be provided for the 27 flats proposed in compliance with the requirements of policy H18.

No changes are proposed to the existing flats within Winston House. These flats currently don't have private amenity space. On the basis that they have been occupied for many years without the provision of private amenity space, and reflecting their town centre location, it is not considered that the requirements of policy H18 can be applied to them.

### **3.9 Affordable housing provision**

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

- a. current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11
- b. affordable housing targets adopted in line with Policy 3.11,
- c. the need to encourage rather than restrain residential development (Policy 3.3),
- d. the need to promote mixed and balanced communities (Policy 3.9)
- e. the size and type of affordable housing needed in particular locations
- f. the specific circumstances of individual sites.

It suggests that negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements.

This approach is reflected in UDP Policy H5 which require the maximum amount of affordable housing to be sought having regard to a target of 50% affordable housing overall and to a viability assessment for individual developments.

The application includes the provision of three 2-bed affordable housing flats within the gym building. This equates to 11% by unit number. This is below the policy requirement.

### Affordable housing viability assessment and review

To explain and justify this level of affordable housing the applicants have submitted a confidential report prepared by DTZ on the Assessment of the Economic Viability of Affordable Housing for the development.

The report concludes that taking into account the full costs of the development including the provision of three 2-bed affordable housing units and other s106 costs, the residual land value of the site based on the proposed scheme is about £4,051,000 and the existing use value (EUV) of the property is about £4,618,000. The deficit of residual value over EUV is - £567,000 which shows that the scheme is unable to sustain or accommodate any more affordable housing.

The Council commissioned consultants GVA to independently review the submitted viability toolkit. GVA also calculate that the residual land value for the site is less than the existing use value albeit by a smaller amount than DTZ. They therefore conclude that the provision of three affordable rent units on site is fair and reasonable in all the circumstances and represents the maximum level of onsite contributions towards affordable housing which can be expected from the scheme. It should be noted that the viability assessments take into account a payment of circa £163,000 towards other section 106 items. The total section 106 costs now required are over £240,000.

In accordance with London Plan Policy 3.12 and paragraph 8.3.2.11 of the UDP, the significant level of section 106 contributions being provided by the development, combined with the lack of government housing grant, need to be taken into account when considering the level of affordable housing provision. In addition in the case of this application, the cost of refurbishing an existing building and the economic benefits that the mixed use proposal will bring to Finchley Church End Town Centre also need to be considered. Therefore in this instance the provision of 11% affordable housing by unit is considered to be acceptable given the other considerable benefits arising from the development.

## **3.10 Trees and landscaping**

### Existing trees

There is one existing Lime tree within the existing site boundary. This tree is located at the junction of the existing Winston House building with the brick building on Dollis Park. As the buildings are existing there is no construction work proposed within this immediate area.

The existing tree will be retained and protected in accordance with the principles outlined in BS5837:2005, "Trees in relation to construction" throughout building works for the rest of the site and during any maintenance in the future. The tree would be assessed and appropriate protection would be confirmed with a qualified arboriculturalist.

### Landscaping

The landscaping proposals for the development mainly comprise new tree planting and soft landscaping to the public areas in front of the buildings and within the existing area to the rear of Winston House.

New trees are proposed in the forecourt to 4 Dollis Park and new planting is proposed in front of the existing entrance to 2 Dollis Park. The existing lightwells within 4 Dollis Park will be landscaped and the hard areas to the rear of 4 Dollis Park will be planted. Planted trellis will be provided over the car parking areas within the main space to the rear of Winston House. New roof terraces to 4 Dollis Park will also provide additional planting.

The application drawings indicatively show new trees to be planted on the public footpath along Regent's Park Road. This will be subject to consultation with the Highways department to check if the ground beneath the footway is suitable for trees and to ensure that sufficient space for pedestrians and street furniture is provided. If the proposal is acceptable in principle then a detailed investigation will be carried out by the Highway Tree Section.

The final details of the landscaping and planting will be secured by condition.

### **3.11 Bat Assessment**

Planning authorities are obliged by law (Natural Environment and Rural Communities (NERC) Act 2006) to make sure that they have all the information on the presence of protected species on site before they make a decision on the Planning Permission.

Under the Conservation of Habitats and Species Regulations 2010 it is a criminal offence to deliberately disturb bats or create a disturbance which is likely to affect significantly the local distribution or abundances of the species, or to damage or destroy a breeding site or resting place of a bat.

A letter was received by a resident formally requesting a bat survey be undertaken on the gym building at 4 Dollis Park following sightings of bats in the immediate vicinity of the building.

The applicants have submitted a Bat Site Assessment prepared by Leo Batten and Clive Herbert. The report identifies that there are no previous records of bats using the property. The assessment visit was undertaken as a precautionary measure following comments made by a local resident reporting the presence of bats in the area.

A detailed inspection of the properties was completed on 24<sup>th</sup> October 2011 and there was full access to all parts of the proposed development footprint for the assessment. The objective of the assessment was to identify any past evidence of bat occupancy by completing a detailed internal and external search to locate any field signs, such as droppings, staining etc. An assessment was also made of the overall structure in order to form a subjective opinion regarding its potential to afford roosting opportunities for bats at other times of the year. The assessment was undertaken by Clive Herbert, a bat surveyor working under a *Natural England* survey licence (number 20111494).

The assessment visit was undertaken at a time of the year when all bats are inactive as a result of entering hibernation for the winter period and cannot therefore be directly recorded via emergence surveys at dusk to prove their presence or absence.

The report states that the internal and external inspection of the buildings found no evidence of any past occupancy by bats. The subjective assessment of the buildings indicates that they are all of a structure that is not of the type that is generally occupied by bats as they lack any significant crevices or roof voids for roosting. The report recommends that the proposed application can proceed without any further consideration of the presence of bats.

Natural England has been consulted on the application and the submitted bat assessment. They have confirmed that the approach and methodology used is in line with advice that would be offered by Natural England. They are content to allow Barnet to determine whether the details they have are sufficient and comprehensive enough to reach a decision in respect of the planning application, or whether additional information is required.

The comments submitted by the local resident include sightings of bats in the vicinity of the gardens of the properties in Dollis Park, Church Crescent and Victoria Avenue. These do not confirm the presence of bats within the buildings of the site. Specific comments refer to the “*semi-circular 'tunnels' formed by the corrugated asbestos roofing material at the level of the eaves, above the guttering and on top of the wall plate*” for the gym building which the resident considers do provide potential roost places. This is a very limited and specific part of the building.

The proposed development is proposed to be implemented in two phases. The first phase would relate to the proposed extensions to Winston House to accommodate the new hotel and the ground floor changes to the commercial units. The second phase would relate to the conversion of 4 Dollis Park to provide 27 residential flats. Given that the comments in relation to bats are on a very limited part of the site (the side wall of the gym facing 6 Dollis Park), and given that the bat site assessment was undertaken at the time of year when bats are inactive, it is recommended that a bat emergence survey is undertaken in respect of the specific part of the gym building during the relevant season before works on the gym building and 4 Dollis Park begin. In the event that evidence of roosting bats is found on that part of the site suitable mitigation measures in accordance with the relevant guidance will be required.

### **3.12 Energy and sustainability**

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

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

It requires major developments achieve a 25% reduction in carbon dioxide emissions for residential buildings and commercial buildings based on 2010 Building Regulations.

Policy 5.3 goes on to set out the sustainable design and construction measures required in major developments while Policy 5.4 relates to the retrofitting of existing buildings and states that the environmental impact of existing urban areas should be reduced through approaches that bring existing buildings up to modern standards, particularly with regards to carbon dioxide emissions.

#### **Carbon reduction from proposals**

An Environmental Performance Statement has been submitted with the application. This calculates the total predicted CO<sub>2</sub> emissions for the existing buildings on the site to be 836,169 CO<sub>2</sub>kg/year.

In addition to this, the CO<sub>2</sub> emissions for the new extensions, without any renewable technology has been calculated. These new build structures will be required to meet Part L1A and L2A of the 2010 Building Regulations. Thus, when built to these standards, the

predicted CO2 emissions from the extension accommodating the Hotel, which comprises of 119 guest rooms, would be approximately 445,988 CO2kg/year. Furthermore, the new build residential elements, which comprise 27 apartments in No. 4 Dollis Park of total area 3,890m2, will emit 29,322 CO2kg/year when built to the Part L1A 2010 standard.

The total carbon baseline for assessment of achieving 25% reduction is 1,311,479 CO2kg/year.

For a development such as Winston House and Dollis Park, which involves the retention and refurbishment of existing buildings, the most effective strategy for minimising carbon dioxide emissions is to improve the existing fabric, controls and services of the buildings. This approach is consistent with the first tier of the London Plan Energy Hierarchy of 'Be Lean' to use less energy.

With best practice upgraded fabric, controlled fittings and services, the proposed office suites within the structure would emit approximately 279,572 CO2kg/year. The proposed retail use together with upgraded structure, services and fittings would emit approximately 101,678 CO2kg/year. The upgraded fabric, controlled fittings and services to the structure of the studio flat within Winston House that will be converted to office space and the construction of 27 new build apartments to meet Part L 2010 Building Regulations standards, the proposed residential accommodation would emit approximately 41,268 CO2kg/year.

The combined predicted CO2 emissions from the proposed scheme after enhancement to the existing fabric, controlled fittings and services, would be approximately 868,506 CO2 kg/year giving a site wide carbon saving of 442,973 CO2kg/year which is a 33.8% improvement upon the anticipated baseline figure of 1,311,479 CO2 kg/year.

The proposed strategy of intensive energy efficient measures reduces the total carbon dioxide emissions from the development by 33.8%. This is an effective long term strategy to achieve carbon reduction rather than just incorporating a renewable technology on the development. The application is considered to meet the requirements of London Plan Policy 5.2, 5.3 and 5.4.

#### BREEAM rating for flats

The Council's Sustainable Design and Construction Supplementary Planning Document (SPD) requires new residential developments to meet Code for Sustainable Homes Level 4 where no onsite renewable energy is provided. However the Code for Sustainable Homes assessment procedure is only relevant to new build dwellings and does not provide a basis for assessment on refurbished dwellings / dwellings created from an existing shell. However, refurbished dwellings can be assessed under the EcoHomes 2006 Scheme to which the SPD also refers. The submitted Energy Performance Statement states that all refurbished dwellings and dwellings newly created from an existing structure will meet the EcoHomes 'Excellent' standard, which is broadly similar to the Code for Sustainable Homes Level 4 accreditation.

An EcoHomes Pre-Assessment has been provided with the application detailing a route via which the applicant could meet the 'EcoHomes' Excellent standard. The requirement to achieve EcoHomes Excellent will be secured via condition.

### BREEAM rating for non-residential

The Council's Sustainable Design and Construction SPD requires non-residential developments that are located less than 500m (via a safe walking route) from a public transport node providing a service to a local centre or a major public transport node to achieve an 'Excellent' rating under the BREEAM assessment system.

The submitted Energy Performance Statement states that the applicant is only able to achieve a 'Very Good' rating for all non-residential uses of the Offices, Retail and Hotel. The applicant has advised that to achieve an 'Excellent' rating would render the scheme technically unviable.

BREEAM-Pre-Assessments for the Offices and Retail uses have been provided illustrating routes via which the applicant could meet this standard. It should be noted that a BREEAM Bespoke Pre-Assessment for the proposed hotel use cannot be done prior to the detailed design stage. A Bespoke BREEAM Assessment does not have a set of agreed criteria at the planning application stage due to the number of variables that might apply. At the detailed design stage and after a formal application to BRE, appropriate credits will be selected from a standard pool to provide criteria against which the hotel can be assessed.

The application is for a refit of existing buildings and change of use, and it is recognised that this presents additional challenges for meeting the requirements. The applicant will be carrying out considerable fabric upgrades to the existing buildings to bring them up to 2010 Building Regulations standard. This will achieve a 33.8% reduction in carbon dioxide emissions for the combined uses within the development. Taking into account the application is for the conversion of existing buildings and not comprehensive redevelopment, the proposal to meet BREEAM Very Good is considered acceptable.

### **3.13 Traffic impact and parking**

UDP Policy M1 requires major development proposals to be in locations which are, or will be, highly accessible by a range of modes of transport, in particular public transport, walking and cycling. Policy M6 states that developments should be located and designed to make use of the public transport more attractive by providing improved access to existing facilities, and if necessary the development of new routes and services. Policy M13 states that the Council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments. Where improvements or changes to the road network are directly related to the development and any planning permission, the Council will seek to secure a planning obligation from the developer.

The site is located within a town centre location, close to local amenities, with good public transport. The site has a Public Transport Accessibility Level (PTAL) score of 4 (1 being least accessible and 6 being most accessible).

The site is located within the Church End Controlled Parking Zone (CPZ) which operates a 'One Hour' CPZ from 2pm to 3pm Monday to Friday. The CPZ is designed to deal with the parking pressure resulting from all day commuter parking. There are also Pay and Display parking controls on Regents Park Road fronting the development and in Dollis Park. The hours of operation for the Pay and Display are 8.00am to 6.30pm Monday to Saturday.

### Vehicular access

There are 4 vehicular accesses in total serving existing buildings at Winston House, 2 Dollis Park and 4 Dollis Park. These accesses are being retained to serve the proposed development as follows:

The main vehicular access:

Access which currently serves the delivery yard and ground level parking at Winston House and 2 Dollis Park is to be retained. It would provide access to the courtyard parking area at the rear of Winston House for the offices, A1/A2 uses, the pub and the mezzanine parking area for the hotel.

Access to Basement Car Park:

The existing access which serves the basement car park is being retained to serve parking identified for the hotel.

Commercial Warehouse Access:

The existing access for the commercial warehouse is to be retained to serve the car park for the proposed residential flats.

Existing Access to Gym:

The existing access for the Gym is to be retained for pedestrians and cycle access only for the 3 affordable homes which will replace the gym.

Autotrack analysis has been provided to demonstrate that these accesses are adequate for vehicles associated with the proposed development. This shows that a 7.7m fire tender and 8m 7.5 tonne box van could turn left into the forecourt of 4 Dollis Park and manoeuvre and leave again in forward gear. It also shows that a 7.5 tonne Mercedes Panel Van and 4.6 tonne light van could enter the area to the rear of Winston House and manoeuvre and leave again in forward gear.

### Transport Assessment

UDP Policy M2 states that in considering planning applications for new development, the council will require developers to submit a full transport impact assessment in cases where it will have significant transport implications.

A Transport Assessment (TA) has been submitted with the planning application which assesses the traffic impact of the proposed development. A supplementary note has also been submitted addressing highways matters raised by the Highways Officer. The TA provides an indication of the number of vehicle movements which may be expected for the existing uses and the proposed development by reference to trip rate information obtained from Version 2010(b) v6.6.2 of the TRICS database. A comparison is then drawn between the existing and proposed uses to establish the net change in vehicle movements which may be expected as a result of the application proposal. Tables showing trip generation for each of the existing and proposed uses are provided in **Appendix 4** of this report. Summary tables are provided below.

Summary Estimate of Trip Generation by the Existing uses:

Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	151	33	184
PM (17.00 to 18.00 hours)	45	147	192
Daily	791	763	1554

Summary Estimate of Trip Generation by the proposed uses:

Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	89	42	132
PM (17.00 to 18.00 hours)	54	96	150
Daily	729	722	1451

Net Change in Trip Generation:

Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	-62	+10	-52
PM (17.00 to 18.00 hours)	+9	-51	-42
Daily	-62	-41	-103

The estimates for site traffic generation for the existing and proposed uses are indicative and are used for comparison purposes to establish whether or not the proposal would be expected to lead to any change in the number of vehicle movements to and from the application site. The above trip analysis provided in the TA indicates that the trip generation from the proposed development is likely to result in reduction in the vehicular movements compared to the existing uses.

Car Parking

Winston House currently has 91 car parking spaces, which are unallocated. There is no designated disabled parking.

The application proposes a total of 152 car parking spaces designated as follows:-

- 39 spaces dedicated to the residential apartments (including 5 disabled);
- 70 spaces dedicated to the hotel (including 3 disabled);
- 30 spaces dedicated to the offices (including 7 disabled);
- 13 spaces dedicated to the retail, public house and bank (including 4 disabled);

The residential car parking spaces will be provided on the existing ground floor of 4 Dollis Park in the space currently occupied by the warehouse. The hotel parking spaces will be provided in the existing basement beneath Winston House and in a new mezzanine floor that will be added within 4 Dollis Park. The mezzanine will be accessed from the ground floor car park at the rear of Winston House. The existing ground floor car park behind Winston House will provide the office and retail car parking. 12 of the spaces in this area will be designated for hotel use outside office hours. There will be a total of 19 spaces suitable for disabled users

The following table shows the parking provision compared against the UDP and London Plan Parking Standards.

Parking Assessment	Proposed GFA (sq.m.)	UDP/ LP Parking Standards	Parking spaces required	Parking Provided	Meets the Parking Standards
- A1 Retail Use	647	1 parking space for 75m <sup>2</sup> -50m <sup>2</sup>	Between 9 and 13	13	Y
- A2 Uses	274	-	Only operational parking required		Y
- A4 Pub Use	331	-	No additional parking required		Y
- B1 Office	3754	1 parking space for	Between 38 and	30	Y



use		100m2-600 m2 depending on PTAL Score	6		
- C1 Hotel Use (119 Rooms)	119 beds	LP Standards: Between 0 and 1 space per bedroom	0-119	70	Y
-C3 Residential Use	38 units (including 11 retained flats)	UDP Standards: Between 0 and 1 space per 1bed unit and between 1 and 1.5 spaces per 2&3 bed unit	38-57	39	Y
<b>Total Parking Proposed</b>				<b>152</b>	<b>Y</b>

UDP parking standards would require between 33 and 54.5 parking spaces for the 38 flats (27 proposed plus 11 existing) within the development. The provision of 39 parking spaces is in accordance with the UDP parking standards considering that the site is in a town centre location, close to the Finchley Central Underground Station on the Northern Line and has a PTAL of 4.

The parking levels proposed for the hotel are above the middle of the range required by the London Plan. The parking levels proposed for the office and retail are both at the upper end of the standards required. The application is in accordance with policies for car parking.

The applicant has confirmed that the Travelodge business model does not market and promote accommodation to groups who travel by coach. A coach parking facility is not considered necessary for the hotel. However the applicant has altered the proposed parking area to allow for small coaches to turn within the site in the service area.

The Traffic and Development Team within Highways have been consulted on the application and consider the proposed 152 parking spaces development to be acceptable. They have requested the following

- A Parking Management Plan will need to be submitted to the Planning Authority to ensure that parking spaces are utilised as allocated. The applicant will need to demonstrate how the allocation of parking spaces as shown on the submitted drawings will be managed and allocations enforced to ensure that there is no detrimental impact on public highway due to possible over spill of parking resulting from any unmanaged parking.
- To prevent adverse impact on the existing CPZ capacity in the vicinity of the development; it is recommended that the occupants of the new development are prevented from purchasing parking permits. A contribution will be required under the section 106 agreement to cover the cost of amending the existing Traffic Management Order to prevent the occupants of the new development from purchasing parking permits for the Controlled Parking Zone (CPZ).

### CPZ

The Church End CPZ currently operates for one hour, Monday to Friday between 2pm to 3pm to deal with the parking pressure resulting from all day commuter parking. There are also Pay and Display parking controls at the top end of Dollis Park in front of the development on Regents Park Road to provide parking for shops and facilities in the local town centre. The hours of operation for the Pay and Display are 8.00am to 6.30pm Monday to Saturday.

A petition was submitted to the Council in early 2011 by residents from the streets in the vicinity of the development requesting revision of the existing CPZ. The Council carried out a public consultation on roads in the vicinity of the development on proposals to amend the existing CPZ. The consultation results indicated that the majority of residents are not in favour of amending the existing CPZ.

However, in order that a further review can be undertaken once the development is completed and occupied to mitigate any possible detrimental impact on parking within the existing CPZ, a section 106 contribution of £25,000 is sought from the development.

### Cycle Parking

There is currently no designated cycle parking on the site.

The application proposes 78 secure cycle spaces proposed throughout the proposed development designated as follows:

- Residential 38
- Hotel 12
- Office 12
- Retail 16

A cycle space per residential unit is in accordance with UDP standards. The levels of cycle parking for the other uses are considered appropriate.

### Travel Plan

UDP Policy M3 States that the Council will require developers to develop, implement and maintain a satisfactory Travel Plan to minimise any increase in road traffic and encourage the use of transport modes other than the car.

Considering the size of the hotel proposal and the proposed B1 Office use a Travel Plan is required for each of these uses. A Framework Travel Plan has been prepared for the proposed hotel. This would be upgraded to a full Travel Plan within 6 months of the opening of the hotel and will be secured through the section 106 agreement.

In order to ensure that the objectives of the proposed Travel Plan are met a 'Monitoring Contribution' of £10,000 is required under the section 106 agreement.

### Loading and Servicing

Existing loading and servicing takes place from Dollis Park. This includes deliveries and movements associated with the existing warehouse use.

The application proposes to service the new A1 commercial unit from Regents Park Road. The preferred delivery arrangement would utilise the existing pay by phone parking bays on Regents Park Road for loading and unloading for the commercial unit. This would require an amendment to the local traffic order to permit delivery vehicles to unload before the pay by phone parking bays come into effect at 8am and after they cease at 6.30pm on Mondays to Saturdays. These proposed changes to the traffic order would be subject to separate statutory and public consultation carried out by the Highways department. The results of the consultation will need to be taken into account when deciding where to allow the changes. Therefore no guarantee can be given at this stage that the loading facility can be provided until the consultation exercise is carried out and the outcome is known.

In the event that a loading bay is refused under the Highways statutory consultation the retailer occupying the new unit will either use smaller delivery vehicles that could gain access into the site from Dollis Park, recognising the restricted headroom of 3.25 metres under the existing building or for vehicles to load/unload on street adjacent to the application site outside the restricted hours.

The TA includes an assessment of the number of Other Goods Vehicles (OGV) which comprises medium goods vehicles and heavy goods vehicles, that can be expected per day for the existing uses on the site. A total of 38 OGV movements per day are estimated. The same exercise has been carried out for the proposed uses which estimates a total of 25 OGV movements per day. Based on the trip rate information provided, there would be a net reduction of 13 OGV delivery vehicle movements per day for the proposed development. Tables showing the estimated OGV movements for each of the existing and proposed uses are provided in **Appendix 4** of this report.

### **3.14 Air Quality and Noise**

#### Air Quality

Barnet is designated as an Air Quality Management Area due to high levels of nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) attributable to road traffic emissions. However, this does not mean that the entire borough is at risk of having poor air quality.

UDP Policy ENV7 deals with air quality and states that the council will seek to minimise the impact of pollution through the siting of uses sensitive to pollution away from the sources of pollution and through planning development to reduce road traffic and the need to travel.

The development site is adjacent to a stretch of the A598 (Regent's Park Road) with relatively high levels of NO<sub>2</sub>. However the residential component of the proposed development will be located down Dollis Park away from sources of pollution.

The development will not significantly increase levels of traffic or industrial and commercial air pollution. In fact the traffic assessment shows that there will be an overall reduction in the number of trips from the site when compared to the potential number of trips from all of the existing floorspace.

The construction phases of the development do have the potential to raise local pollution levels temporarily in the immediate boundary areas and to create dust which can both be a nuisance and elevate PM<sub>10</sub> levels. However this impact can be reduced by the use of appropriate mitigation measures and a condition is attached requiring the submission of a Construction Management Plan.

The site is considered to be suitable for the proposed development from an air quality perspective. The application is considered to be in accordance with UDP Policy ENV7.

#### Noise

Planning Policy Guidance Note (PPG) 24 outlines the relevant considerations to be taken into account when determining new development that will result in new development being exposed to existing noise sources including road traffic. The planning objective is to keep increases in ambient noise levels around noise sensitive residential properties to acceptable levels.

A Noise Report has been submitted with the application which assesses the potential impact of noise on residential amenity in the context of PPG24 in order to establish the Noise Exposure Category for the site and the measures which would be appropriate to ameliorate road traffic and mixed noise sources.

Noise is expressed in terms of continuous equivalent noise level ( $L_{Aeq}$ ). Guidelines provided by the World Health Organisation (WHO) (Ref.2) is that for daytime and evening on a 16 hours time base few people are highly annoyed at  $L_{Aeq}$  levels below 55dB(A), and few are moderately annoyed at  $L_{Aeq}$  levels below 50dB(A). Sound levels during the evening and nighttimes should be 5-10 dB lower than during the day.

Continuous noise monitoring was carried out at Winston House during 19-20 January 2010. Continuous noise monitoring was repeated at No.4 Dollis Park during 21-22 January 2010.

Road traffic comprises the principal source of environmental noise in the vicinity to the site. The site survey has demonstrated high levels of road traffic noise affecting the Regents Park Road elevation of Winston House and much lower levels of road traffic noise affecting No.4 Dollis Park. The noise exposure category (NEC) for the sites exposure to noise from road traffic indicates the existing Regents Park Road elevation of Winston House falls into NEC C under existing "free-field" conditions 1.5m above ground. The new dwellings at No.4 Dollis Park fall into NEC B.

The form of construction of new dwellings to the standards of the Building Regulations 2005 part E (Ref.8) incorporating mitigation measures would ensure that a good standard of internal amenity (resting and sleeping conditions) can be achieved. The proposed design and orientation of the dwellings in No.4 Dollis Park will ensure that interior noise levels would be well below 45  $dBL_{A10, 18hr}$  daytime level and likely to achieve 30-35  $dBL_{A10, 18hr}$  night-time. The recommended target maximum internal noise level  $L_{Aeq}$  for dwellings is in the range 30 to 35  $L_{Aeq}$  for bedrooms and 35 to 40  $L_{Aeq}$  for living rooms. The incorporation of high acoustic window specifications would ensure that a good standard of internal amenity could be achieved.

Road traffic noise therefore does not constrain the development due to the alignment of the Regents Park Road and Dollis Park highways and their distance from the closest proposed residential apartments.

### **3.15 Flood Risk Assessment**

The applicants have submitted a Flood Risk Assessment (FRA) for the site which has been validated and agreed with the Environment Agency. The site is located within Flood Zone 1 on the Environment Agency Flood Map which means the site has a low probability of flooding.

An assessment of the local catchment area has confirmed that the site is not at risk from fluvial flooding. The surface water discharge rate and volume will be reduced as a result of the development.

The development therefore will not increase the risk of flooding in the surrounding area and is not at risk of fluvial or surface water flooding. The proposals are compliant with PPS25.

### **3.16 Section 106 Planning Obligations**

UDP Policy IMP1 states that the council's key priorities for planning obligations will be for the provision of:

Residential Development:

- Improvements to public transport infrastructure, systems and services.
- Educational provision in areas with existing shortages of school places or where the development will create such a shortage.
- Affordable or special needs housing to meet identified local needs.
- Where appropriate; highway improvements (including benefits for pedestrians and cyclists), environmental improvements; the provision of open space; and other community facilities.

Non-residential Development:

- Improvements to public transport infrastructure, systems and services.
- Small business accommodation, and training programmes to promote local employment and economic development.
- Town centre regeneration schemes, including their promotion, management and physical improvements.
- Where appropriate, highway improvements (including benefits for pedestrians and cyclists); environmental improvements; the provision of open space; and other community facilities.

Policy IMP2 further states that in order to secure the best use of land, the council will seek to ensure through the use of conditions or planning obligations attached to planning permissions, that new development provides for the infrastructure, facilities, amenities and other planning benefits which are necessary to support and serve it, and which are necessary to offset any consequential planning loss which may result from the development.

In accordance with the above policies, the following obligations are required to be secured through a Section 106 legal agreement with the developer:

#### Affordable Housing

As set out in section 2.3.11, the development includes the provision of three 2 bedroom (4 person) affordable housing flats for social rent on the site. The delivery of these units will be secured through the section 106 agreement.

#### Notting Hill Training Initiative

In accordance with the Councils Affordable Housing SPD, the applicant is required to enter into a formal agreement with the Notting Hill Housing Trust to include provision for the following:-

- a. The agreed number of trainee places to be provided on the site of the Affordable Housing Scheme and the duration of the each placement:
- b. A commitment by the Owners to pay a percentage of the build costs in respect of the Affordable Housing Scheme such payment to cover general running costs such as trainees' fees fares and tools;
- c. a commitments by the Owners to pay a "provisional sum" expressed as a percentage of the build costs in respect of the Affordable Housing Scheme to cover trainees' wages

### Healthcare

Based on the Healthy Urban Development Unit (HUUH) model, a contribution of **£25,485** is required towards improvements to health facilities within the borough as identified by the Local Health Authority.

### Education

Under Policy CS8 of the Adopted UDP (2006) the council will seek to secure financial contributions through a Section 106 Agreement for future education needs generated by developments in the Borough. In accordance with the council's Contributions to Education SPD, and based on the total number of residential units proposed, a contribution of **£74,593** is required.

### Libraries

In accordance with the Council's Contributions to Libraries SPD a contribution of **£5,541** is required towards the provision of library facilities within the borough.

### Town Centre Regeneration

In accordance with emerging priorities for the Finchley Church End Town Centre Strategy a contribution of **£100,000** is required towards enhancements and improvements to Finchley Church End Town Centre within 1.5km of the site.

### Controlled Parking Zone (CPZ) Review

In order to ensure that parking from the development does not impact on street parking in the area a contribution of **£25,000** index linked is required to enable a review of the existing Church End CPZ to be undertaken and for any changes to be implemented.

### Amendment to Local Traffic Order

A contribution of **£5,000** is required to cover the cost of amending the existing Traffic Management Order to provide loading restrictions within the existing lay-by on Regent's Park Road and to prevent future occupiers of the flats within the development from applying for CPZ permits.

### Travel Plan

The applicant is required to enter into a Travel Plan for the development that seeks to reduce reliance on the use of the private car and to ensure the sustainability of the development.

### Travel Plan Monitoring

A contribution of **£10,000** is required towards the monitoring of the Travel Plan for the development.

### Monitoring of the Section 106 Agreement

The delivery of the planning obligation from the negotiations stage to implementation can take considerable time and resources. As the Council is party to a large number of planning obligations, significant resources to project manage and implement schemes funded by planning obligation agreements are required. The Council therefore requires the payment of **£5,140** towards the costs of undertaking the work relating to securing the planning obligations in line with the adopted Supplementary Planning Document (SPD) for Planning Obligations (2007).

#### 4. EQUALITIES AND DIVERSITY ISSUES

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

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

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

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

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

The site is located within walking distance (approximately 5 minutes) of the Finchley Central Station and is well served by buses along the Regents Park Road. Furthermore, a bus stop is located towards the Dollis Park end of the Winston House building. The building will be approached at ground level from the pavements along the two main road frontages

Parking will be provided in the existing courtyard to Winston House and in the refurbished ground and mezzanine areas of 2 Dollis Park building. In each instance designated disabled bays will be added together with the provision of secure cycle storage. A total of 19 disabled parking bays are provided.

The application proposes the conversion of existing buildings and therefore there are constraints in terms of meeting current standards. The existing entrance locations to the upper floors on Dollis Park and Regents Park Road will be retained and modified to provide flush thresholds and new doors with a clear width of 900mm. The proposed glazed extension and planting to the Regents Park Road elevation will provide flush thresholds into the retail units to ensure easy access for all users.

The existing stepped entrance to the Dollis Park building will be retained and refurbished to preserve the character of the building. However a new main entrance with a flush threshold will be provided off the entrance forecourt adjacent to the proposed car parking access. The apartments in the former gym building will be accessed via a gently sloping ramp.

All of the new flats will meet Lifetime Homes standards. 10% of the 27 new flats will be designated as “wheelchair accessible flats”, which equates to 3 apartments; one at ground

level in the former gym building and 2 at first floor in the Dollis park building. These will be designed to meet the criteria in the “Wheelchair accessible Housing; Best Practice Guidance” produced by the Mayor of London together with the Habinteg “Wheelchair Housing Guide”.

Stairs and lifts within the existing buildings will be retained and refurbished to meet Part M and K of the Building Regulations. The existing stairs accessed from the Regent’s Park Road elevation will be retained and a new part M compliant lift will be added to provide disabled access to the office floors above. A 1500 x 1500mm clear space will be provided in front of the lift for a wheelchair turning circle at each level.

The needs of disabled people are catered for. The proposals are in accordance with national, regional and local policy by establishing high quality inclusive design, providing an environment which is accessible to all and which can be maintained over the lifetime of the development.

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 general thrust of national, regional and local planning policy is to promote sustainable development by promoting mixed use schemes in town centre locations.

The application proposes a mixed-use development that will see the refurbishment and improvement of Winston House to provide modern office space, together with extensions and part conversion to accommodate a new 119 bedroom hotel and improved retail units on the ground floor. The warehouse and vacant space within 4 Dollis Park will be converted and extended to accommodate 27 new flats including 3 affordable housing units.

The application site is located in Finchley Church End town centre within the Secondary Retail Frontage as identified on the adopted UDP policies map. This is the sequentially preferable location for retail development and other town centre uses.

The proposed scheme represents a positive development that will enhance this part of Finchley Church End Town Centre and will provide additional employment and more sustainable, long-term office space as well as residential accommodation.

The proposal to retain and refurbish these existing buildings with careful extension will allow the character of the existing buildings to be kept and enhanced whilst bringing vacant space back into use. The conversion will also allow the existing building fabric, controlled fittings and services, to be upgraded giving a site wide carbon saving of 442,973 CO<sub>2</sub>kg/year which is a 33.8% improvement.

Appropriate levels of car parking are provided for the residential, hotel, office and retail uses, reflective of the location close to Finchley Central Underground Station and bus services in an area with a PTAL rating of 4.

The plans have been amended following resident comments and comments. The hotel has been reduced from 150 beds to 119beds. The size of the extension to Winston House has been reduced from 3 storeys to 2 storeys.



All relevant policies contained within Planning Policy Statements and Supplementary Planning Documents, the Mayor's London Plan (2011) and the saved policies of the Barnet UDP (2006) have been fully considered and taken into account by the Local Planning Authority. For the reasons set out in this report, it is considered that the proposal represents an appropriate mixed use development in an accessible town centre location. Accordingly, subject to the satisfactory completion of a Section 106 agreement and the conditions detailed in the recommendation, **APPROVAL** is recommended.

## APPENDIX 1 – Policy Audit

### National Planning Policy Guidance

PPG/PPS	Content	Comment
<p>Planning Policy Statement (PPS) 1: Delivering Sustainable Development</p>	<p>Para 5: “Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:</p> <ul style="list-style-type: none"> <li>- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;</li> <li>- contributing to sustainable economic development;</li> <li>- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;</li> <li>- ensuring high quality development through good and inclusive design, and the efficient use of resources; and</li> <li>- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.”</li> </ul> <p>Paragraph 34: “Planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. 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 available for improving the character and quality of an area and the way it functions, should not be accepted.”</p>	<p>The principles and philosophy of PPS1 have been followed in the evolution of the Revised Proposal, involving public consultation and debate with local residents.</p>
<p>Planning Policy Statement (PPS) 3: Housing</p>	<p>The policies of PPS3 look to achieve high quality housing and a mix of housing, as well as affordable housing.</p> <p>Paragraph 31 advises on the bringing into residential use of empty houses and buildings in line with local housing and empty homes strategies, where appropriate.</p> <p>Under "Effective use of land", the national annual target is to provide 60% of new housing on previously developed land, including land that is vacant or derelict and which is currently in use but has the potential for redevelopment.</p> <p>Paragraph 69 advises that in deciding planning applications, local authorities should have regard to:</p> <ul style="list-style-type: none"> <li>- achieving high quality housing</li> </ul>	<p>The application would see the reuse of existing buildings to provide 27 new flats of which 3 would be for affordable housing.</p>

	<ul style="list-style-type: none"> <li>- ensuring developments achieve a good mix of housing reflecting the accommodation</li> <li>- requirements of specific groups, in particular, families and older people</li> <li>- the suitability of a site for housing, including its environmental sustainability</li> <li>- using land effectively and efficiently</li> <li>- ensuring the proposed development is in line with planning for housing objectives, reflecting the need and demand for housing in, and the spatial vision for, the area and does not undermine wider policy objectives e.g. addressing housing market renewal issues</li> </ul>	
<p>Planning Policy Statement (PPS) 4: Planning for Sustainable Economic Growth</p>	<p>PPS 4 sets out national guidance and policy on economic development and town centres. PPS4 defines economic development as that development that includes developments within the B Use Classes, public and community uses and main town centre uses. It also relates to development that provides employment opportunity, generates wealth or produce or generates economic output. The main uses to which the town centre policies in PPS4 apply are retail development, leisure, entertainment facilities, offices and tourism development, including hotels.</p> <p>The government's objectives are to achieve sustainable economic growth, including promoting regeneration, delivering sustainable patterns of development, promoting vitality and viability of towns and other centres by achieving new economic growth and providing a wide range of services to communities in attractive and safe environments, providing competition between retailers and to enhance consumer choice.</p>	<p>The application proposes main town centre uses within a town centre location that will enhance the economic vitality and viability of Finchley Church End.</p> <p>The provision of a hotel use to the upper parts of Winston House will encourage tourism, both commercial and overseas and local visitors. It will provide the advancement for increased hotel accommodation in the Finchley area, identified by national users.</p> <p>The application is in full compliance with PPS 4.</p>
<p>Planning Policy Statement (PPS) 5: Planning for the Historic Environment</p>	<p>PPS 5 advises that local development frameworks should set out a positive, proactive strategy for the conservation and enjoyment of the historic environment in their area, taking into account the variations in type and distribution of heritage assets, as well as the contributions made by the historic environment by virtue of:-</p> <ul style="list-style-type: none"> <li>▪ its influence on the character of the environment and the area's sense of place'</li> <li>▪ the potential to be a catalyst for regeneration, in particular through leisure, tourism</li> <li>▪ and economic development;</li> <li>▪ the stimulus it can provide to inspire new development of imaginative and high</li> <li>▪ quality design;</li> <li>▪ the re-use of existing fabric,</li> </ul>	<p>The site is not within the Church End Finchley Conservation Area but it is adjacent to it. By carrying out this refurbishment, the existing fabric will be retained and brought back into an increased viable use. The addition of the hotel use, as a set back extension on the roof of the building, will not interfere with the long-distance views of King Edward Hall or of the other surrounding buildings of note. The Conservation Area will be retained intact.</p>

	<ul style="list-style-type: none"> <li>▪ minimising waste; its mixed and flexible patterns of land use that are likely to be and remain sustainable.</li> </ul>	
Planning Policy Guidance Note (PPG) 13: Transport	The objectives of PPG13 are to integrate planning and transport at a national, regional, strategic and local level to: <ul style="list-style-type: none"> <li>(i) promote more sustainable transport choices for both people and for moving freight;</li> <li>(ii) promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and</li> <li>(iii) reduce the need to travel, especially by car.</li> </ul>	The location of the application site within the town centre and is readily accessible to the London Bus Network and the London Underground in line with the objectives. The TA concludes that the transport impact of the proposal would be negative, and that it would, therefore, be of benefit to traffic conditions in the general area of the application site.
Planning Policy Statement (PPS) 24: Planning and Noise	PPG24 outlines the relevant considerations to be taken into account when determining new development that will result in new development being exposed to existing noise sources including road traffic. The planning objective is to keep increases in ambient noise levels around noise sensitive residential properties to acceptable levels.	The application has been assessed in terms of potential impact of noise on residential amenity, the Noise Exposure Category for the site and the measures, which would be appropriate to ameliorate road traffic and mixed noise sources.

#### London Plan – adopted 22 July 2011

Policy	Content	Comment
3.3: Increasing Housing supply	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target.  For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.	Fully compliant - The proposal will provide 27 new flats contributing towards strategic housing targets for Barnet and London.
3.4: Optimising housing potential	Development should optimise housing output for different types of location within the relevant density range. However these should not be applied mechanistically as other factors relevant to optimising potential such as local context, design, transport capacity and social infrastructure are also important.	Fully compliant - The density of the site is considered to be optimised for a highly accessible location with good transport links.
3.8: Housing Choice	<ul style="list-style-type: none"> <li>i. New developments should offer a range of housing sizes and types</li> <li>ii. All new housing should be built to Lifetime Homes standard</li> <li>iii. 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users</li> </ul>	<ul style="list-style-type: none"> <li>i) The proposed mix of 1, 2 and 3 bed flats which reflects the fact that the proposals comprise the conversion of an existing building and the town centre location.</li> <li>ii) The application will provide 3 wheelchair accessible flats.</li> </ul>
3.12: Negotiating affordable housing	The maximum reasonable amount of affordable housing should be sought for individual schemes.  Negotiations should take account of their	The application will provide 11% affordable housing by unit number. This level has been justified by a viability assessment.

	individual circumstances including viability, availability of subsidy.	The level of affordable housing is considered to be acceptable in this instance having regard to the town centre benefits from the proposed mixed use development.
4.2: Offices	Encourages boroughs to support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of the London Plan. This policy also specifically encourages the renewal and modernisation of the existing office stock in viable locations to improve its quality and flexibility.	The application proposes the refurbishment, rationalisation and improvement of the existing office space within the site. The loss of vacant derelict office space from 4 Dollis Park and the 4 <sup>th</sup> floor of Winston House has been supported by a Marketing Report and on balance is considered acceptable in the context of economic benefit to the town centre from the proposed hotel and other uses and the potential job creation.
4.3: Mixed Use	Mixed use development and redevelopment should support consolidation and enhancement to the quality of the remaining office stock of strategically specified locations including locally oriented town centre based office provision, which can be consolidated effectively to meet local need.	The development will consolidate, refurbish and enhances the quality of existing office stock whilst providing a range of other uses that will enhance this part of the town centre.
4.5: London's visitor infrastructure	Requires developments to contribute towards achieving 40,000 net additional hotel bedrooms by 2031, (of which at least 10 per cent should be wheelchair accessible) and ensure that new visitor accommodation is in appropriate locations such as town centres and opportunity and intensification areas, where there is good public transport access to central London and international and national transport termini.	Fully compliant - The application proposes a new hotel within Finchley Church End Town Centre in an accessible location.
4.7: Retail and town centre development	Indicates that large retail development should be directed to town centres and that the scale of development should relate to size, role and function of the town centre.	Fully complies - The location of the site in a town centre and the scale and nature of the retail offer in the proposed development is ideally suited to the size, scale and function of Finchley Church End.
5.1: Climate change mitigation	The Mayor expects boroughs to contribute to his target of achieving an overall reduction in London CO2 emissions of 60% (below 1990 levels) by 2025	Fully compliant - The development will deliver a carbon dioxide saving of 33.8% through significant improvements to the energy efficiency of the existing buildings.
5.2: Minimising CO2 emissions	<ul style="list-style-type: none"> <li>i. Development proposals should make the fullest contribution to minimising carbon dioxide emissions.</li> <li>ii. The Mayor will seek to ensure that developments meet the following targets for CO2 emissions which are expressed as year improvements on 2010 Building Regulations: <ul style="list-style-type: none"> <li>o 2010 - 2013 – 25% (Code for Sustainable Homes level 4),</li> </ul> </li> </ul>	Fully compliant - The development will deliver a carbon dioxide saving of 33.8% through significant improvements to the energy efficiency of the existing buildings.

	<p>o 2013 – 2016 – 40%</p> <p>iii. Major development proposals should include a detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green)</p>	
5.7: Renewable energy	<p>Within the framework of the energy hierarchy, major development proposals should provide a reduction in expected CO2 emissions through the use of on-site renewable energy generation, where feasible</p>	<p>The development does not provide on-site renewable energy generation. Following the energy hierarchy, the application delivers over the 25% target of carbon reduction through improved building fabric and energy efficiency. The cost of adding renewable technology to the development would render the scheme unviable or would require the applicant to make the existing buildings less efficient.</p>
6.9: Cycling	<p>Development should provide secure and accessible cycle parking facilities in line with minimum standards which are 1 per 1 or 2 bed unit and 2 per 3 bed or more unit. (1 per 8 staff or students for Colleges)</p>	<p>The application provides 1 cycle parking space for every residential unit plus additional cycle parking spaces for the hotel, office and retail uses. This is considered sufficient.</p>
6.13: Parking	<p>Sets maximum parking standards as follows:</p> <ul style="list-style-type: none"> <li>• 1-2 beds – less than 1 space per unit</li> <li>• 3 beds – 1 – 1.5 per unit</li> <li>• 4 or more beds - 1.5 – 2 per unit</li> </ul> <p>In addition, developments must ensure that 20% of the spaces provide an electrical charging point.</p>	<p>The application provides in excess of 1 space per residential unit. This meets Barnet Highways requirements.</p>
7.2: Inclusive environment	<p>The Mayor will require all new development to achieve the highest standards of accessible and inclusive design. Design and access statements should explain how the principles of inclusive design have integrated into the proposed development.</p>	<p>The Design and Access Statement sets out how the development addresses inclusive design requirements.</p>
7.4: Local character	<p>Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings</p>	<p>Fully compliant - The development reflects the town centre location of the site, the scale, massing and design of the existing buildings and the surrounding area.</p>
7.6: Architecture	<p>Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape</p>	<p>The design of the proposed extensions compliments the architecture of the existing buildings (both Winston House and 4 Dollis Park) and are considered to be acceptable in terms of visibility in the local townscape.</p>
7.7: Improving air quality	<p>Development proposals should:</p> <ul style="list-style-type: none"> <li>• Minimise increased exposure to existing poor air quality and make provision to address local problems of air quality particularly within AQMAs</li> </ul>	<p>The Air Quality Assessment demonstrates that, with appropriate mitigation, there would not be any detrimental impact on air quality during construction and subsequent occupation of the developments.</p>

	<ul style="list-style-type: none"> <li>• Promote sustainable design and construction to reduce emissions in accordance with best practice</li> <li>• Be at least air quality neutral and not lead to further deterioration of existing poor air quality such as AQMAs</li> </ul>	
7.15:Reducing noise	Development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals	A Noise Impact Assessment has been submitted which demonstrates compliance with the appropriate standards.

#### London Borough of Barnet UDP – adopted 2006

Policy	Content	Comment
D1	High quality design - All new development should represent high quality design and should be in keeping with the council's objectives of sustainable development and ensuring community safety.	Fully compliant - The proposed extensions and refurbishment of the existing buildings are considered to enhance the appearance of the building.
D2	Character - The council will encourage development proposals which are based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, bulk, height and pattern of surrounding buildings, surrounding street and movement patterns and the overall character and quality of the area.	Fully compliant – The increased height of the building is considered to be acceptable in the context of the surrounding buildings and wider town centre context. the scale of the proposed extensions will have limited visual impact on the town centre and will only be seen from long distance views.
D5	Outlook - New developments should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.	A Daylight and Sunlight assessment has been carried out which shows that the new residential units achieve acceptable levels of sunlight and daylight and the development does not result in any additional overshadowing of neighbouring properties.
HC1	Conservation areas - The council will refuse planning permission for development proposals which fail to preserve or enhance the character or appearance of Conservation Areas.	The proposed development will refurbish and extend an existing building. The changes are considered to enhance the appearance of the building and are not considered to impact on the Finchley Church End Conservation Area.
L7	Tourist facilities - The council will permit development proposals for new tourist attractions and facilities in the borough provided that they do not have a demonstrably harmful impact on the surrounding area. They should preferably be located in the borough's town centres.	Fully compliant - The application proposes a new hotel within Finchley Church End Town Centre in an accessible location.
L10	Criteria for new Hotels - The council will permit proposals for hotel development provided that: <ul style="list-style-type: none"> <li>– There is no demonstrably harmful impact on the amenities of nearby residential</li> </ul>	Fully compliant - The proposed extensions to the existing building will not demonstrably impact on the neighbouring residential properties.

	<p>properties and other uses;</p> <ul style="list-style-type: none"> <li>- The development is in keeping with the scale and function of the town centre, and/or the character of the surrounding area;</li> <li>- The development is highly accessible by a choice of means of transport; and</li> <li>- The development is designed to be accessible for people with disabilities.</li> </ul>	<p>The site is located on a main road in Finchley Church End Town Centre and the proposal will include retention and expansion of other retail and town centre uses on the ground floor in keeping with the scale and function of the town centre.</p> <p>The site is highly accessible by public transport (Finchley Central Tube Station and buses), cycling and walking.</p> <p>The extensions have been designed to meet the requirements for access for people with disabilities.</p>
M2	Transport Impact Assessments for developments	TA has been submitted with the application which assesses the transport impacts of the development and demonstrates that the development can be satisfactorily accommodated on the site.
M6	Public Transport – Use – Developments Should be located and designed to make use of public transport more attractive by providing improved access to existing facilities, and develop new routes and services	Fully complies - The development is located within 100m of Finchley Central Tube Station and there is a bus stop immediately in front of the building on Regents Park Road.
M13	Safe Access to New Development – The council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments	Fully compliant - The proposals will use the existing vehicular accesses into the site and buildings. Pedestrians will continue to access the site from the public footways on Regent's Park Road and Dollis Park.
M14	<p>Parking Standards – The council will expect development to provide parking in accordance with the London Plan parking standards, except in the case of residential development, where the standards will be:</p> <ul style="list-style-type: none"> <li>i. 2 to 1.5 spaces per unit for detached and semi-detached houses;</li> <li>ii. 1.5 to 1 spaces per unit for terraced houses and flats; and</li> <li>1.iii. 1 to less than 1 space per unit for development consisting mainly of flats.</li> </ul>	<p>The scheme will provide the following parking spaces: Retail 13 (4 disabled) Office 30 (7 disabled) Residential 39 (5 disabled) Hotel 70 (3 disabled) Total Proposed Parking 152</p> <p>The scheme is compliant with London Plan standards for non-residential uses. The scheme complies with the UDP residential parking standards.</p>
H2	Housing	The proposal will provide new housing in an accessible and sustainable town centre location and will make a contribution towards strategic housing targets.
H5	Affordable Housing – Should negotiate the maximum reasonable amount of affordable housing	The application will provide 3 affordable housing units which e. This level reflects the costs associated with the complex project to refurbish existing buildings. The level is justified by a viability assessment.
H16	Residential Development – Character.	The residential element of the proposal



	<p>Integrate with existing patterns of development -</p> <ul style="list-style-type: none"> <li>• Be well laid out</li> <li>• Provide adequate daylight</li> <li>• Provide a safe and secure environment</li> <li>• Maintain privacy</li> <li>• Provide adequate amenity space.</li> </ul>	<p>comprises the conversion of an existing building. The design retains the architectural features of 4 Dollis Park in keeping with the area.</p>
H17	Privacy Standards	<p>The development complies with the privacy distances set out in the policy for facing habitable room windows. Mitigation measures are proposed to prevent direct overlooking of neighbouring gardens.</p>
H18	Amenity Space Standards	<p>The proposed conversion of 4 Dollis Park will include the provision of new projecting balconies, recessed balconies, roof terraces and small courtyards to provide amenity space for the new flats.</p>
H21	Residential Density – Will favourably consider higher densities in town centres provided they comply with Policy D1 and related to their surroundings.	<p>Fully compliant - The proposed density is 108u/ha (416hr/ha) which is within the density range for an Urban site with a PTAL of 4. The density of the site is considered to be appropriate for the accessible location close to Finchley Central Tube Station within Finchley Church End Town Centre.</p>
H24	Conversion of non-residential uses	<p>The site of 4 Dollis Park is a suitable area for housing being on a residential street. The removal of the gym and warehouse use will benefit the amenities of the area.</p>
EMP2	<p>Employment land protection - For other sites that are used, or have last been used, for class B1, B2, B8 or similar industrial uses, the council will not grant planning permission to redevelop or change them to non-industrial or non-business uses. Exceptions will only be made where there is no realistic prospect of re-use in the short, medium and long-term, or of redevelopment for industrial purposes. In these cases, the priority for re-use will be a mixture of small business units with residential uses.</p>	<p>The scheme retains and refurbishes the existing occupied office space in Winston House. The marketing report demonstrates that the vacant/derelict office space has been marketed for sufficient time to demonstrate that there is no realistic prospect of re-use. The marketing report demonstrates that the cost of refurbishing the existing warehouse building is not viable. The existing warehouse use conflicts with the residential nature of Dollis Park. The new hotel and A1 uses will generate new jobs. The loss of office space and B8 warehouse is considered to be acceptable in the context of the proposed mixed use development.</p>
EMP7	<p>Re-use of offices - The development of offices for non-employment uses will be granted planning permission only where there is no realistic prospect of their re-use or redevelopment for office purposes.</p>	<p>As above, the application has demonstrated why the vacant office space within Winston House cannot be let. The application proposes a mixed use redevelopment of the building to</p>

	Where this is the case, the priority for re-use would be as a mixed use development	provide a new hotel, small supermarket and refurbished office space in compliance with this policy.
TCR1	Sequential approach to development of new retail and other key town centre uses, either through the development of new floorspace or the re-use of existing buildings. Preferred locations are within the primary and secondary shopping frontages of the Major and District Town Centres.	Fully complies - The site is within the Finchley Church End Town Centre. The proposed small supermarket and new hotel will comply with this policy.
TCR10	Primary Retail Frontages - changes of use at ground floor level from use class A1 (Shops) to other uses will not be permitted if the town centre's vitality and viability will be harmed.	Fully complies - No change of use away from A1 is proposed. The application proposes the retention of the existing A4 pub and two existing A2 uses. It proposes the conversion of two A2 units to A1 use to form a new small supermarket. The changes will enhance the town centre's vitality and viability.
TCR12	Evening uses in town centres - criteria for encouraging evening uses in town centres which comprise Food Takeaways (use class A5), Drinking Establishments (use class A4), Restaurants and Cafes (use class A3), Offices (use classes A2 and B1), Hotels (use class C1), Leisure and Entertainment (use class D1/D2): <ul style="list-style-type: none"> <li>- Sustain or enhance the range or quality of facilities and the vitality and viability of these centres;</li> <li>- Are in keeping with the scale and character of the surrounding area;</li> <li>- Will be highly accessible by public transport, cycling or walking;</li> <li>- Would not adversely impact on bus operators; and</li> <li>- Would not adversely affect the living conditions of nearby residents.</li> </ul>	Fully compliant - The proposal includes the retention of the existing pub (Class A4), refurbishment of existing B1 and A2 office space, and a new hotel (Class C1) all of which will enhance the range and quality of facilities in Finchley Church End Town Centre thus improving the vitality and viability of the area.  The proposed extensions to the existing building are considered to be in keeping with the scale of the surrounding area.  The site is highly accessible by public transport (Finchley Central Tube Station and buses), cycling and walking.  The extensions have been designed to respect neighbouring residential properties.
TCR13	Residential Development in Town Centres through conversion and redevelopment of existing buildings and new development, will be permitted except on the ground floor of primary and secondary frontages as defined on the Proposals Map.	Fully complies - The proposal will provide new housing in an accessible and sustainable town centre location within Finchley Church End and close to Finchley Central Underground Station.
TCR18	Mixed Use Development - New large developments in town centres should combine a mix of uses, which would normally include: <ul style="list-style-type: none"> <li>- Residential accommodation (including affordable housing), where suitable amenity standards can be met, and which accords with policies H8 and H24; and</li> <li>- Uses at ground floor level that provide a direct service to visiting members of the public, and accord with the accepted town centre uses contained in policies TCR10 and TCR11</li> </ul>	Fully complies - The scheme proposes mixed use development including a A1 uses on the ground floor, refurbished office space, a new hotel, retained and new residential flats.

<p>CS1:Barnet's Place Shaping Strategy</p>	<p>Concentrate and consolidate housing and economic growth in well located areas that provide opportunities for development, creating a quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them.</p> <p>New development should fund new infrastructure through S106 and other funding mechanisms.</p>	<p>The development is located in Finchley Church End town centre in an accessible location. The proposals include a mixture of uses which will have potential to generate jobs, and attract people to the area which will result in a positive economic benefit on Finchley Church End town centre.</p> <p>A significant contribution towards town centre improvements will be secured.</p>
<p>CS4:Providing quality homes and housing choice</p>	<p>We will aim to create successful communities by seeking to ensure: (A summary list)</p> <p>All new homes to be built Lifetime Homes Standards</p> <p>A range of dwelling sizes and types</p> <p>A variety of housing related support options</p> <p>A minimum of 5,500 new affordable homes by 2025/6 with a borough wide target of 30%</p> <p>A mix of 60% social rented and 40% intermediate affordable housing</p>	<p>The proposals will provide 27 new flats. The proposal includes a mix of 1, 2 and 3 bed flats which reflects the town centre location and restrictions of conversion.</p> <p>The application will provide 3 affordable flats.</p> <p>The application will provide 3 wheelchair accessible flats.</p>
<p>CS5:Protecting and enhancing Barnet's character</p>	<p>Seeks to ensure that development respects local context and distinctive local character creating places and buildings of high quality design.</p> <p>The policy acknowledges that tall buildings (8 storeys or more) will only be considered in a limited number of places.</p>	<p>The application proposes to extend Winston House by 2 floors. The building will be 7 storeys in total which is not classed as a tall building. The visual impact of the proposal has been fully considered and is acceptable in the context of Finchley Church End Town Centre and other tall buildings in the area.</p>
<p>CS6: Protecting Barnet's town centres</p>	<p>Seeks to promote competitive town centre environments and provide consumer choice by realising development opportunities for the town centres of Edgware, North Finchley, Finchley Church End, and Chipping Barnet.</p> <ul style="list-style-type: none"> <li>- The Council will promote the distribution of retail growth to meet the capacity for an additional 2,200 m2 of convenience goods floorspace across Barnet by 2021 -2026. The majority of the convenience capacity arises in the East sub-area (centred on the District Centre of North Finchley) and West sub-area (centred on the Major Centre of Edgware) beyond 2016. We will therefore not plan further significant convenience goods provision before 2026</li> <li>- The Council will ensure that food, drink, entertainment uses as part of a healthy night time economy in our town centres do not have a harmful effect on residents and the local area</li> <li>- The Council will ensure the efficient use of land and buildings in all town centres, encouraging a mix of compatible uses</li> </ul>	<p>Fully compliant – the application proposes the refurbishment and mixed use development of existing buildings within Finchley Church End Town Centre to provide a new hotel, small supermarket and residential uses that will enhance the vitality and viability of the town centre.</p>

	including retail, managed affordable and flexible workspace, leisure and residential that add to the vibrancy of the area whilst respecting character	
CS8: Promoting a strong and prosperous Barnet	<p>Promotes a strong and prosperous Barnet that provides opportunity for economic advancement. The Council will support businesses by:</p> <ul style="list-style-type: none"> <li>– safeguarding existing employment sites that meet the needs of modern business.</li> <li>– encouraging development that improves the quality of existing employment provision</li> <li>– encouraging new mixed use commercial floorspace in our priority town centres (Edgware, North Finchley, Finchley Church End and Chipping Barnet) where access to public transport is good</li> </ul>	Fully compliant – the application proposes the refurbishment of existing office space along with mixed use redevelopment of existing buildings within Finchley Church End Town Centre to provide a new hotel, small supermarket and residential uses in a highly accessible location that will enhance the vitality and viability of the town centre.
CS13: Efficient use of natural resources	<p>The policy seeks to minimise Barnet's contribution to climate change by:</p> <p>promoting highest environmental standards through the SPDs on Sustainable Design and Construction and Green Infrastructure</p> <p>expecting all development to be energy efficient</p> <p>reducing CO2 emissions by at least 20% through on site energy generation in line with the London Plan</p> <p>maximising opportunities for implementing new district wide networks supplied by decentralised energy (including renewable generation)</p> <p>requiring developments to utilise SUDS</p> <p>Improve air and noise quality</p>	<p>The development will meet BREEAM Very Good rating and will deliver a carbon dioxide saving of 33.8% through significant improvements to the energy efficiency of the existing buildings.</p> <p>The site is not suitable for a district heating system because it can't be retro-fitted to existing buildings.</p> <p>The development will use the existing drainage systems because it will retain the existing buildings.</p>

## Appendix 2 – Street Scene along Regent’s Park Road



Existing elevation to Regents Park Road

(Gateway House profile shown in grey)

Central House



Proposed elevation to Regents Park Road

(Gateway House profile shown in grey)

Central House

### Appendix 3 – Computer Generated Images of Proposal

View north up Regent's Park Road of Existing Building



View north up Regent's Park Road of Proposed Building



View south down Regent's Park Road of Existing Building



View south down Regent's Park Road of Proposed Building



View south from Ballard's Lane of Existing Building



View south from Ballard's Lane of Proposed Building





## Appendix 4 – Trip Assessment

### Estimated vehicle trips associated with existing uses

#### Trip Generation by the Existing Office use:

Existing Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	123	12	135
PM (17.00 to 18.00 hours)	12	110	122
Daily(05.00 to 19.00 hours)	402	375	777

#### Trip Generation by the Existing Residential use:

Existing Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	0	1	1
PM (17.00 to 18.00 hours)	0	1	1
Daily(07.00 to 19.00 hours)	6	6	12

#### Trip Generation by the Existing Boxing Gym use:

Existing Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	1	2	3
PM (17.00 to 18.00 hours)	4	2	6
Daily(05.00 to 23.00 hours)	32	32	64

#### Trip Generation by the Existing Retail use:

Existing Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	16	16	32
PM (17.00 to 18.00 hours)	18	19	37
Daily(07.00 to 22.00 hours)	228	228	456

#### Trip Generation by the Existing Public House/Restaurant use:

Existing Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	0	0	0
PM (17.00 to 18.00 hours)	9	6	15
Daily(06.00 to 24.00 hours)	66	66	132

#### Trip Generation by the Existing Commercial Warehouse use:

Existing Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	7	2	9
PM (17.00 to 18.00 hours)	2	6	8
Daily(24 hours)	46	46	92

#### Trip Generation by the Existing A2 uses:

Existing Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	4	0	4
PM (17.00 to 18.00 hours)	0	3	3
Daily(05.00 to 19.00 hours)	11	10	21

#### Summary Estimate of Trip Generation by the Existing uses:

Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	151	33	184
PM (17.00 to 18.00 hours)	45	147	192
Daily	791	763	1554

**Estimated vehicle trips associated with proposed development**

Trip Generation by the proposed Office use: (Table 31D)

Proposed Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	50	5	55
PM (17.00 to 18.00 hours)	5	45	50
Daily(05.00 to 19.00 hours)	163	153	316

Trip Generation by the proposed (14 Rented Units) Residential use: (Table 32D)

Proposed Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	0	1	1
PM (17.00 to 18.00 hours)	0	1	1
Daily(07.00 to 19.00 hours)	7	7	14

Trip Generation by the proposed (24 new units) Residential use: (Table 33D)

Proposed Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	1	2	3
PM (17.00 to 18.00 hours)	2	1	3
Daily(07.00 to 19.00 hours)	16	18	34

Trip Generation by the Proposed Retail use:(Table 34D)

Proposed Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	27	26	53
PM (17.00 to 21.00 hours)	30	31	61
Daily(06.00 to 23.00 hours)	378	378	756

Trip Generation by the Proposed Public House/Restaurant use: (Table 35D)

Proposed Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	0	0	0
PM (17.00 to 18.00 hours)	10	7	17
Daily(10.00 to 24.00 hours)	73	74	147

Trip Generation by the Proposed Travelodge (119 Bed Hotel) use: (Table 36D)

Proposed Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	7	9	16
PM (17.00 to 18.00 hours)	7	7	14
Daily(07.00 to 22.00 hours)	80	80	160

Trip Generation by the proposed A2 use: (Table 37D)

Proposed Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	4	0	4
PM (17.00 to 18.00 hours)	0	4	4
Daily(05.00 to 19.00 hours)	12	12	24

Summary Estimate of Trip Generation by the proposed uses: (Table 38D)

Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	89	42	132
PM (17.00 to 18.00 hours)	54	96	150
Daily	729	722	1451

## Estimated delivery vehicle movements per day

Summary of Trip Generation by Existing OGV (Other Goods Vehicles) Delivery movements: (Table 128D)

Proposed Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	2	1	3
PM (17.00 to 18.00 hours)	1	1	2
Daily (07.00 to 19.00 hours)	20	18	38

Summary of Trip Generation by the proposed OGV Delivery movements: (Table 138D)

Proposed Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	1	1	2
PM (17.00 to 18.00 hours)	0	0	0
Daily (07.00 to 19.00 hours)	10	10	20

Net change in OGV Delivery Movements: (Table 139D)

Proposed Trips	Arrivals	Departures	2-way
AM (8.00 to 9.00 hours)	-1	0	-1
PM (17.00 to 18.00 hours)	-1	-1	-2
Daily (07.00 to 19.00 hours)	-10	-8	-18

**SITE LOCATION PLAN:**

**Winston House, 2 Dollis Park, London, N3 1HF & 4 Dollis Park, London N3 1HG & 349-363 Regents Park Road, London, N3 1DH**

**REFERENCE: F/00497/11**

