

PLANNING & ENVIRONMENT COMMITTEE MEETING

Tuesday 14th February 2012, 7.00PM

ADDENDUM TO REPORT OF THE ASSISTANT DIRECTOR OF PLANNING AND DEVELOPMENT MANAGEMENT

Page: 1-92

Reference: H/04541/11

Address: 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

Additional Comments on behalf of NHS Blood and Transplant

Following the publication of the committee report a further report prepared by JMP transport consultants was submitted on behalf of NHS Blood and Transplant. The report makes a number of comments in relation to the proposed shared surface treatment within the public square within the scheme ('Montrose Square'), parking and access to the NHSBT site. The consultants acting for the applicant (URS Scott Wilson) have provided information in response to the issues raised. The issues and response are provided below.

- A clear conflict of interest is visible between the applicant's desire to shift the priority to pedestrians by reducing vehicular speeds and the NHSBT duty to provide delay-free supplies and especially emergency deliveries of blood and blood products.

Officer Response:

The proposed road layout includes a ninety degree bend which will naturally constrain the speed of all vehicles, irrespective the surface treatment. Therefore the proposed shared surface space will not significantly reduce the speed of NHSBT emergency service vehicles. In addition, the block paving that is proposed within the shared space will not cause NHSBT emergency service vehicles to be delayed significantly as it has a small plan area and LTN 1/11 paragraph 6.9 states that "a change in surfacing – block paving has been found to reduce traffic speeds by between 2.5 and 4.5 mph, compared with speeds on asphalt surfaces – see The Manual for Streets: Evidence and Research (York et al., 2007)".

Furthermore, NHSBT emergency service vehicles are unlikely to be affected by the shared space; firstly, as they are relatively infrequent as they generally only leave the facility and only 37 services were recorded during the daytime in the period extending from March 2009 and January 2010; and secondly, as they may use blue lights and sirens to notify other road users that they are approaching the area in order to clear the carriageway.

- In line with the Manual for Streets (MfS) 2007, shared surface works best in relatively calm traffic environments. The MfS recommends that: 'Shared surfaces are likely to work where the volume of motor traffic is below 100 vehicles per hour.' The applicant's Transport Assessment (TA) January 2009, includes the proposed level of motor traffic for the future scenario

once the development has been built and occupied. For the weekday AM peak, the level of two-way traffic within the development is shown to be **419 vehicles**. Even if only a third of this traffic reached the Square, the number of vehicles would be still in excess of the recommended figure.

Officer Response:

The junction between the realigned NBS access road and the boulevard is situated at the far end of the Colindale Hospital spine road which will be adopted by the Council. Traffic flows will be lower at this end of the spine road than at any other junction along the spine road because the predicted traffic generation at this location would only be associated with the parking spaces that are; firstly, situated directly below Block P (53); secondly, located in the proposed square adjacent to Block H and partially below Block H (35); and finally, positioned immediately to the west of the shared surface area (6). The trip generation associated with these combined 94 spaces has been calculated on the basis of 94 spaces / 0.7 (ratio of spaces to units) multiplied by the vehicular trip rates presented in the TA. This indicates 24 trips in the AM peak and 19 trips in the PM peak. In addition to these movements, it is recognised that the NHSBT facility also generates vehicular movements that will pass over the shared space area. In the TA submitted for the main Colindale Hospital development, the existing trip generation for the site was identified as being 141 trips in the AM peak and 134 trips in the PM peak (Figure 5.3 Phase 1 TA). It should be noted however, that this existing trip generation survey included housing contained in Birch and Willow Court on the site, which will be replaced by the proposed development. The combined peak hour movement of vehicles across the shared area is therefore 165 in the AM and 153 in the PM, although it is important to note that these figures include an allowance for movements from Birch and Willow Court which will be redeveloped as part of the proposals.

DfT paragraph 2.14 does states that "The Manual for Streets (DfT, 2007) suggested that, above 100 motor vehicles per hour, pedestrians treat the general path taken by motor vehicles in a shared space as a road to be crossed rather than a space to occupy.", as referenced within the JMP Objection Note, but it is important to note that this paragraph continues to state "However, this figure is not an upper limit for shared space. Shared space streets with substantially larger flows have been reported to operate successfully, albeit with reduced willingness of pedestrians to use all of the street space." The proposed share space is considered to be appropriate for this location within the development. It is not intended that people will use the road as a place to sit, gather or play. Rather it allows different paving materials to be used and contribute to the overall character of the square.

- As advised by the Local Transport Note on Shared Space produced by Department for Transport (DfT), October 2011, in shared space a design speed of no more than 20mph is desirable and preferably less than 15mph. This level of speeds is considered inappropriate for the requirements of the NHSBT. The guidance goes on to explain how low speeds can be encouraged by e.g. 'creating ambiguity for drivers making it physically difficult to drive through' A similar consideration is included within the MfS which states that: 'the scheme should be difficult to drive through quickly.'

Officer Response:

The road layout requires vehicles to turn through ninety degrees when travelling through the shared space either to, or from, the NHSBT facility. This road layout is a legacy of the original site layout. LTN 1/11 paragraph 2.15 states that "The design speed is a target speed that designers intend most vehicles not to exceed and is dictated primarily by the geometry of tracked vehicle paths within the street. For shared space, a design speed of no more than 20 mph is desirable, and preferably less than 15 mph". NHSBT emergency service vehicles will not be able to negotiate the ninety degree bend at speeds in excess of 20mph; therefore the shared space treatment will be appropriate at the proposed location.

- Requiring emergency vehicles to reduce speeds is not considered appropriate and is the reverse of a typical behaviour where road users disperse in order to enable an emergency vehicle to travel at the required speed. In addition, as the level of demarcation between pedestrians and drivers is reduced the amount of interaction between pedestrian and vehicles increases. This is considered to have safety implications given the nature of emergency deliveries and that the predicted level of traffic within the development is likely to exceed the recommended level for shared spaces. The proposed level of pedestrian movement combined with the proposed lack of segregation and increased priority for pedestrians is likely to result in a conflict with the emergency services due to the unpredictability of the pedestrian movements and is considered to be a potential safety issue.

Officer Response:

Pedestrians travelling between the Colindale Underground Station and Montrose Park will generally use the footway that extends on the northern side of the spine road and will therefore not conflict with NHSBT vehicles. The predicted pedestrian trip generation from Block P has been calculated assuming that all non-car driver trips as shown at Table 6.16 of the Detailed Phase 2 TA will commence on foot (i.e. walking to the underground, bus etc) and that these pedestrians will therefore cross the shared area. On the basis that these combined non-car driver rates are applied to all 81 units at Block P, 41 and 32 pedestrian trips are expected to be generated in the AM and PM peaks respectively. Therefore the proposed levels of pedestrian movement across the junction are unlikely to significantly impede NHSBT emergency service vehicles.

At detailed design stage, subtle different shades of block paving may be used to identify preferred pedestrian routes and direct pedestrians travelling to the NHSBT facility and Block P around the perimeter of the junction in order to further reduce the likelihood of pedestrians impeding NHSBT emergency service vehicles.

- The proposed status of the road also raises concerns over road maintenance. If the road remained unadopted the local highway authority would be under no obligation to undertake the necessary maintenance. Shared surface materials typically require different maintenance to other more common surfaces. Maintenance of shared surfaces needs to be considered that includes a regular cleaning schedule that is also budgeted for from the outset. If the road remained unadopted concerns are raised on

how the surface would be treated in wintry conditions i.e. gritted. It is also noted that blood stocks are typically lowest during winter freezes.

Officer Response:

The road that originally extended through the Colindale Hospital site to serve the NHSBT facility was not adopted by the highway authority. The proposed realigned NBS access road will be maintained by a Site Management Company to ensure that access to the NHSBT facilities and the proposed development will not be adversely affected.

- The proposed level of car parking raises concerns over parking on the proposed streets. If no proper parking controls were in place this could result in people parking on streets potentially denying the free traffic flow to and from the NHSBT. If the road remained unadopted this would be outside of the LBB control. Details need to be provided on how the developer or the nominated parking company intends to control parking on streets. If controls are proposed, there needs to be an understanding of what enforcement measures would be undertaken if cars are parked illegally.

Officer Response:

The proposed parking ratio of 0.7 is in accordance with the requirements of the Colindale Area Action Plan and the approved main Colindale Hospital development and is considered acceptable for the highly accessible location. Fairview have submitted a Parking Management Strategy for the main Colindale Hospital development which has been approved. This strategy will be extended to cover the proposed development and will be secured by condition. Parking will be prohibited along the realigned access road leading to the NHSBT site in order to ensure that parked vehicles will not obstruct the path of emergency service vehicles. Fairview propose that parking will be managed by the Site Management Company. Parking prohibition signs could be erected along the new road and the Site Management Company may strictly enforce any violation by imposing a £75 fine. This approach complies with the requirements of the British Parking Association, which preclude the use of clamping. Fairview have advised that they use this approach on a number of existing schemes and have found it to be very effective. Furthermore, the width of the realigned access road has been designed as 6m in order to ensure that emergency vehicles or delivery vehicles may pass a vehicle that has stopped on the road.

Officer Summary and Conclusions

The JMP objection note does not appear to consider the manner in which the development improves access for emergency deliveries, through the provision of an emergency access, improved junction to Colindale Avenue and planned improvements to the Edgware Road junction.

Furthermore, the NHSBT facilities were originally served by a narrow, one way road that extended around the perimeter of the site. This existing road had poor forward visibility, limited footways and as a consequence speed cushions were provided along the route of the road to constrain vehicle speeds and thereby reduce the likelihood and severity of any vehicular and pedestrian conflicts. Double yellow lines were provided to discourage parking; however, site observations indicated that the parking prohibition was not always actively enforced, as there was evidence of vehicles parking within unauthorised areas of

the existing hospital. An NHSBT delivery vehicle travelling through the original Hospital site would therefore have been impeded by speed cushions, pedestrians walking in the road and vehicles parked on a narrow carriageway. The main Colindale Hospital development which was approved in 2009 provided improved access for the NHSBT through the site, as it included a new spine road/boulevard with a 7.3m wide carriageway, formal pedestrian footways on either side of the road and improved forward visibility. This boulevard has enabled a significant proportion of the original perimeter road to be removed and has thereby removed the requirement for NHSBT vehicles to negotiate a narrow road with limited footways and a large number of speed cushions.

The section of road that currently connects the NHSBT facility to the end of the spine road follows the original alignment of the perimeter access road and speed cushions have currently been retained to control vehicle speeds on the approach to existing sections of carriageway with a tight horizontal curvature. The development provides the opportunity for this final section of road to be realigned in order to permit the existing bends and associated speed cushions to be removed. The realigned road will have parking prohibitions that will be actively enforced and a width of 6m, which is greater than the width of the one way road that extended through the original hospital site and will thereby accommodate bi-directional or overtaking manoeuvres. The proposed development will therefore provide further improvements for the NHSBT.

Emergency service vehicles are unlikely to be affected through the provision of a shared surface space as part of Montrose Square; firstly, as a relatively small number of pedestrians will cross the spine road; secondly, as the proposed block paving will only cover a small plan area and cause vehicles to reduce speed by between 2.5 and 4.5mph; and finally, as all vehicles will be required to negotiate a ninety degree bend in the road and vehicle speeds will therefore be naturally reduced by the street geometry rather than by the surface treatment. Traffic flows using the shared space will be higher than 100 vehicles per hour; however, this will be acceptable as LTN 1/11 indicates that this figure is not an upper limit for shared space and that shared space streets with substantially larger flows have been reported to operate successfully. Notwithstanding this, different materials could be used to help delineate the carriageway and footpaths where they pass through the shared space of the square.

The final details for Montrose Square and the access road leading to the NHSBT site will be secured by condition. This gives the Council full control over the materials and construction of the road and square.

Additional comments submitted by Lambert Smith Hampton concerning the Emergency Access on the Southern Side of Block J

Lambert Smith Hampton have made a comment in relation to the emergency access gates on the southern side of Block J within the approved Colindale Hospital development. These gates straddle the current application boundary and are partly within land owned by NHSBT.

Officer Response:

The emergency access was proposed by Fairview to comply with a request received from LSH and Campbell Reith, on behalf of the NHSBT, during the consideration of the main Colindale Hospital development back in 2009. Drawing D125518-SK-005 was submitted by the applicant to Campbell Reith in October 2009 to define the details of the proposed emergency access and no formal objection to the proposals was received. This emergency access was provided solely to serve the NHSBT facility and address their comments. The access logically connects to land owned by the NHBST in order to serve their facilities. The emergency access is not required to support any of the residential development as proposed or as approved, and does not form part of the current planning application.

Copy of letter from Barnet, Enfield and Haringey Mental Health Trust

For ease of reference a copy of the letter submitted by the BEHMHT is provided below in relation to Elysian House.

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24 January 2012

Dear Mr Alsop

TOWN AND COUNTRY PLANNING ACT 1990

Land at the former Colindale Hospital comprising the former NHSBT expansion site, the Birch Court and Willow Courts and surplus Elysian House Garden Land site and Elysian House, Colindale Avenue, London, NW9 5DZ. Your Ref. H/04541/11

We refer to the above planning application ('the application') which was recently submitted by Fairview New Homes Ltd ('Fairview').

We understand the application proposes the provision of three separate buildings known as blocks P, Q & R which will sit on the land parcels comprising the former NHSBT land, the Birch and Willow Courts and surplus Elysian House Garden Land site and Elysian House respectively.

The Trust's freehold interest in the NHSBT land was sold to Fairview in 2006.

The Trust's freehold interest in Birch and Willow Courts 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 to Fairview a small parcel of the garden of Elysian House adjoining Birch and Willow Courts. 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 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.



Chairman: Michael Fox
Chief Executive: Maria Kane

Notwithstanding the fact that Elysian House is included in the planning application, the Trust wishes to confirm, for the avoidance of any doubt that, 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.

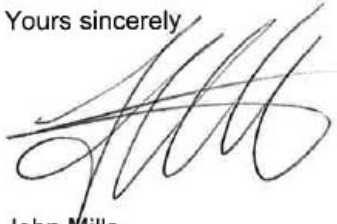
To further underline its position the Trust would advise that it has given a five year lease to Rethink, who are providing the recovery house service to the Trust.

The Trust also wishes to register with Barnet 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 land covered by the application is ready and willing to enter into an appropriate S106 agreement.

The Trust looks forward to hearing a satisfactory outcome to the planning application.

Yours sincerely



John Mills
Director of Estates and Facilities
Trust Headquarters
St. Ann's Hospital
St. Ann's Road
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London N15 3TH

Page: 130-137

Reference: H/02848/10

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

Amendments to Heads of Terms under Recommendation 1

Point v) of Recommendation 1 on page 130 of the report shall be amended. A new head of term shall be added as new point vi). The reason for change is that after further clarification as to the area to be stopped up and area of highway verge remaining it is considered that a public liability insurance cover in the sum of five million pounds in respect of any one incident is to be sufficient. Original text is struck through and new text in italics and underlined.

“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~~ *five* million pounds in respect of any one incident *or such other sum as the Council may from time to time reasonably consider necessary;*
- vi) *The applicant shall covenant to keep the Council indemnified against any claims as a result of having entered into the agreement;*
- vii) the paying of the council's legal and professional costs and preparing the agreement and any other enabling agreements.”

Further Representations Received in respect of the War Memorial

The London Borough of Barnet has received an email dated 13th February 2012 from a Mr Rex Cain (President of the Middlesex Regiment Association) who has raised concerns regarding the maintenance liability aspect of the Section 106 agreement between VSM ESTATES LIMITED, THE SECRETARY OF STATE

FOR DEFENCE, MIDDLESEX REGIMENTAL ASSOCIATION and THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF BARNET.

Mr Cain is concerned that the Middlesex Regiment Association is not a legal entity and would not be able to be party to the S106. The Middlesex Regiment Association has the capacity to enter into the S106 Agreement on the basis that it is confirming that its obligation is to use the monies provided by the applicant under this agreement solely for the maintenance of the war memorial. This is the only mechanism that the Council will have to ensure the maintenance of the war memorial, in the event that the Regiment Association fails to comply with its obligation under the Agreement at a later date.

It should also be noted that the applicant (not the Middlesex Regiment Association) will be obliged under the terms of the S106 to secure public liability insurance (for a minimum of five million pounds) against any claims arising from the relocation of the war memorial.

Page: 175-263

Reference: F/00497/11

Address: Winston House, 2 Dollis Park & 4 Dollis Park & 349-363 Regents Park Road

Additional Comments from Residents

The comments have been received by e-mail by a local resident:

- Concerned on the impact of both the hotel and now the additional part of the development the Sainsburys local will have on our road, road traffic and parking. My concern is that it seems no consideration is being given to your residents and their ongoing problems. I also am unclear about the sudden addition of sainsburys local in the plans.

Officer Response:

The planning application is for a Class A1 retail use for the enlarged ground floor unit which will be formed by combining three of the existing units (351a, 351b and 353 Regent's Park Road) and a small extension at the rear. These units include an existing A1 use and two A2 uses which would be permitted to change to A1 under Permitted Development. The proposed retail unit will be approximately 600sqm gross in area. The principle of this amount of Class A1 retail space has been assessed and is considered appropriate for this town centre location within the existing retail frontage of Finchley Church End town centre. The planning application does not consider the specific future occupiers of the premises. The unit could be occupied by any use within Use Class A1.

- The developer (C&G) have offered nothing for the local community. This project is purely commercial with no consideration of the needs of the community. This is very disappointing.

Officer Response:

The application has been assessed against planning policy and guidance. A significant packaged of Section 106 contributions will be secured, including £100,000 towards town centre improvements.

- Disappointed that the planning officers allowed the revised application to be put through over a further holiday period. This time we were not given enough response time due to the Christmas holidays.

Officer Response:

Amended plans were submitted on the 12th December 2011. Residents were consulted on the amended plans and amended description by letters on the 16 December 2011. The statutory minimum period for consultation on amended plans is 14 days. The Council gave an extended period of 4 weeks consultation on the amended plans for residents to submit any additional comments. 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. Additional comments were also received from Dollis Par and District Residents Association and the Finchley Society.

- The facts are that there were 26 responses, which all opposed the project. There was not one response supporting the development.

Officer Response:

Comments received by residents include comments which are supportive of the principle for the refurbishment/redevelopment of the site and certain aspects of the development.

Comments in relation to potential for Bats

Additional comments have been received from residents in relation to bats.

Natural England have been fully consulted on the application and have confirmed that they have no records of bats using the existing buildings. Notwithstanding this, a Bat Site Assessment was carried out by an experienced bat surveyor and the report has been submitted as part of the application. Natural England have reviewed the report and confirmed that the approach and methodology used in the bat assessment is in line with advice that would be offered by Natural England. They have no objections to the application and 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.

The objective of the Bat Site Assessment report submitted 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. The report concludes 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.

Notwithstanding this, a local resident considers that the corrugated roof to the gym building above the wall which provides the boundary to the garden of 6 Dollis Park (as shown in the photo below) might be able to be used by bats.

Corrugated roof to gym building



The Bat Site Assessment report states that the gym building has a pitched asbestos roof, partially lined with polystyrene sheets, with extensive glass panels and no loft void (see photograph below). The report states that it is entirely unsuitable as a bat roost site. There are no hanging tiles, soffits, weather boarding or other external structures present on the building that could provide suitable potential crevice areas for roosting bats. There are no suitable loft voids or pitched roofs that are suitable for use by roosting bats. There are no underground structures with external access that could afford opportunities for hibernating bats in the winter. No droppings, or other evidence of past occupancy, were found during the internal and external inspection in any of the buildings and all sections of the properties were considered to lack the typical potential roost sites that are normally occupied by bats.

Roof space within existing gym building



Officers are satisfied that they have sufficient information having regard to European Protected Species to make a decision on the application. There is no evidence of past occupancy by bats.

Notwithstanding the above, in recognition of the concerns of the local residents, a condition is recommended on the application (condition 27) which requires a full bat emergence survey to be carried out for the part of the site where the gym building is located, and specifically the flank wall and corrugated roof area identified in the resident's comments.

In addition to this condition, the applicant has confirmed that they are happy to provide bat boxes and other appropriate bat facilities along the side wall of the gym building, irrespective of the findings of the bat emergence survey. This will ensure that new bat roosting facilities are provided to encourage future bat use which in turn will enhance the biodiversity of the development. The provision of new bat boxes and equipment will be secured by the condition detailed below.

Amended Conditions

Condition 27 on page 185 of the report has been amended slightly. The following wording shall replace the wording in the report.

"27 Detailed Bat Survey

Prior to the commencement of the development hereby approved a detailed Bat Emergence Survey complying with best practice guidelines laid out by the Bat Conservation Trust, shall be undertaken within the earliest relevant season for 4 Dollis Park. The survey shall include specific assessment of the north west wall of the gym building adjoining 6 Dollis Park. A report shall be submitted to and approved in writing by the Local Planning Authority setting out the results of the survey and shall include appropriate bat mitigation measures. The development shall not be implemented until the approved mitigation measures have been carried out."

Additional Condition

The following additional condition is recommended to require bat boxes and other equipment to encourage bats to be installed on the site and specifically along the north west boundary.

"Provision of Bat Boxes and Equipment

Prior to the commencement of the development hereby approved details of new bat boxes and other facilities and equipment to be installed along the north west boundary of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be implemented in accordance with the approved details.

Reason:

To provide new facilities and habitats for bats and encourage bat activity and improve biodiversity of the development."

Draft Finchley Church End Town Centre Strategy

The Council has prepared a draft Town Centre Strategy document for Finchley Church End. This document is still in draft form and provides guidance for the area. It makes reference to the existing wide pavements in the town centre and also proposes wider pavements in some areas.

Residents have made comments in relation to the reduction in the space on Regents Park Road in front of Winston House as a result of the proposed extension to the shop fronts. This issue is addressed in Section 3.3 on page 219 of the committee report. The extension will be on land within the demise of the applicant. The extension is considered modest and in keeping with the style of the building. Sufficient space is left in front of the building to maintain the wide pavement feel of the public realm. The application is not considered to conflict with the objectives of the draft Finchley Town Centre Strategy. The application has been assessed against the relevant policies contained within the local development plan which comprises the adopted UDP, the London Plan and is considered acceptable.

Errata

Page 215, first paragraph states that “There are no restrictions on the hours of operation of the gym.”

There hours of opening specified in the original planning consent for the premises which approved an alternative health studio. A number of enforcement complaints have been investigated by the Council’s Planning Enforcement Team.