

MEETING**EAST AREA PLANNING SUB-COMMITTEE****DATE AND TIME****TUESDAY 2ND JULY, 2013****AT 7.00 PM****VENUE****HENDON TOWN HALL, THE BURROUGHS, NW4 4BG**

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting.

Item No	Title of Report	Pages
6.	Addendum to the reports of the Acting Assistant Director of Planning and Development Management;	1 - 6

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EAST AREA PLANNING SUB-COMMITTEE

2 July 2013

ADDENDUM TO ACTING ASSISTANT DIRECTOR OF PLANNING & DEVELOPMENT MANAGEMENT'S REPORT

AGENDA ITEM 6

33 Wetherill Road

B/00395/13

Pages 1-14

Section 4 of the report (Equalities and Diversity Issues) should be replaced with the following:

The Equality Act 2010 (the Act) came into force in April 2011. The general duty on public bodies requires the Council to have due regard to the need to eliminate discrimination and promote equality in relation to those with protected characteristics such as race, disability and gender including gender reassignment, religion or belief, sex, pregnancy or maternity, and foster good relations between different groups when discharging its functions.

The Council have considered the Act but do not believe that the application would have a significant impact on any of the groups as noted in the Act.

Four additional objections have been received, making the following points:

- The statutory period for determining the application should not have been exceeded, and should not be used to give the development leverage towards a positive outcome or reduce the need for further application.
- The proposal is overdeveloped – the development should respect the scale, height and proportions of the original/existing dairy barn.
- Loss of light, privacy and overlooking,
- Impact of car parking spaces and bike racks.
- Security to neighbouring properties.
- Additional light and noise pollution.
- Additional traffic pollution.
- Wildlife habitat threatened.
- The reason behind the lack of amenity space is because the site is being overdeveloped for its size and shape.
- The new solution to the lack of amenity space, with balconies, will intrude upon privacy of existing properties. Balconies will also intensify noise and light pollution.
- The existing building adjacent to Forest Walk offers no invasion of privacy or overlooking as it is not in a residential use. The proposed building is higher and more intrusive.
- The existing properties at Wetherill Road intrude upon the privacy of existing properties along Forest Walk. This is not a current concern but the proposed building would have a greater impact than the existing build.
- Height of the building will impact directly on the amenity space of neighbouring buildings.
- The existing building has good potential for re-use.

7-11 Victoria Road

B/00938/13

Pages 15-36

The following informative should be added to **Appendix 3: Informatives**:

The plans accompanying this application are:-

270 rev. A, 271 rev. B, 272 rev. B, 273, 274, 275, 276.

Former Optex Site, 18-26 Victoria Road
B/00937/13
Pages 37-88

The following additional conditions are recommended:

Architectural Details

Notwithstanding the details shown on the plans otherwise hereby approved, no development shall commence, other than ground works, site preparation or remediation, unless and until 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 and balustrades;
- roof parapets;
- depth of reveals to windows and recessed brickwork;
- material, 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 CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

Acoustic Fencing

No development shall commence, other than ground works, site preparation or remediation, unless and until details of the acoustic fencing surrounding the car parking area has been submitted to and agreed in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the amenities of the occupiers of neighbouring properties in accordance with policies DM04 of the Barnet Local Plan (2012).

Garages

The integral garages provided in connection with the residential dwellings hereby approved shall be maintained for the parking of private vehicles and shall not at any time be converted to habitable accommodation without the express consent of the Local Planning Authority.

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 CS9 and DM17 of the Barnet Local Plan.

Page 61, (paragraph 2) “External amenity space provision” should be amended to read as follows:

Barnet Local Plan policy DM02 and London Plan policy 3.6 state that proposals for dwellings should make provision for play and informal recreation based on the expected child population generated and an assessment of future needs. According to the multipliers in the Barnet Planning Obligations SPD, the total child yield of the development would be 8.81, which would be below the threshold in Mayoral guidance for the provision of on site play space. Each of the 10 family houses proposed would have its own private garden (discussed in more detail below). The flatted blocks include areas of communal amenity space, located around the blocks that could be ‘usable’ in the sense intended by planning policy as play space. The nearby Victoria Recreation Ground also has play area provision for all age groups. It is therefore considered that there are sufficient on and off-site facilities to comply with the requirements of policy on play space.

Page 61, paragraph 5 should be amended to read as follows:

The provision of communal garden space for the flatted blocks would also meet the minimum standards in the SPD. Each of the flats would also have private outdoor space, in the form of a balcony or roof terrace, provided on plot to meet the requirements in the Residential Design Guidance. Furthermore, as noted above, the development site is within 300m of the Victoria Recreation Ground. The scheme would be required to make a CIL payment in accordance with Barnet's charging schedule. Such monies could potentially be used towards improvements to local infrastructure such as recreational facilities in Victoria Park.

Condition 84 – Restriction of Additional Windows and Doors

No additional windows or doors shall be installed to any of the residential dwellings approved in the Detailed element of the planning permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013 known as Phase 1, without the express written consent of the Local Planning Authority.

Reason:

To safeguard the appearance of the development and the amenities of the future and adjoining residents in accordance with policies DM01 and DM02 of the Barnet Local Plan.

Page 82, Appendix 2, Informative (1): "as amended" should be inserted after reference to the Town and Country Planning (Development Management Procedure) Order 2010 is paragraph 1.

15 East Barnet Road **B/00939/13** **Pages 89-128**

Page 122, Appendix 2, Informative (1): "as amended" should be inserted after reference to the Town and Country Planning (Development Management Procedure) Order 2010 is paragraph 1.

Woodside Park Club, Southover **B/01629/13** **Pages 151-158**

The applicant has forwarded a letter of support for this development from the Football Association, which makes the following comments:

- The existing changing rooms are in a poor state of repair and are no longer fit for purpose. A survey of the current building has identified that it would not be cost effective to refurbish it to current standards.
- The FA and Middlesex FA are fully supportive of the scheme, and the project has been identified as a priority project for capital support.
- The designs are compliant to FA/FF changing accommodation standards.
- The design principles are such that the changing rooms are self-contained, maximising the functional and operational demands of grassroots sport, providing dual-gender, accessible and child-safe changing accommodation.

The following additional condition should be added:

The proposed sedum roof as shown on drawing P005A shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason:

To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Adopted Barnet Development Management Policies DPD (2012).

Grasvenor School (additional classroom)

B/02037/13

Pages 159-166

Three additional letters of objection have been received, commenting as follows:

- There is insufficient parking around the school
- More pupils will mean more cars and traffic.
- Emergency vehicles would not be able to pass during school collection times.

Section 4 of the report (Equalities and Diversity Issues) should be replaced with the following:

The Equality Act 2010 (the Act) came into force in April 2011. The general duty on public bodies requires the Council to have due regard to the need to eliminate discrimination and promote equality in relation to those with protected characteristics such as race, disability, and gender including gender reassignment, religion or belief, sex, pregnancy or maternity, and foster good relations between different groups when discharging its functions.

The Council have considered the Act but do not believe that the application would have a significant impact on any of the groups as noted in the Act.

The applicant's agent has submitted additional information in respect of the tree adjacent to the existing building, stating the following:

- The existing building and plinth will be carefully removed in their entirety.
- The proposed timber framed building will rest above ground level on approximately 14 screw helical piles which require no further digging or excavation.
- The swift and lightweight nature of the construction means there will be no sustained heavy construction activity in this location.
- No tree pruning works are required for this project.
- 2m high fencing will be constructed in accordance with the additional plan submitted.
- No excavation works or concrete ground works are required for this project as screw piles are proposed.

The Approved Plans Condition should be amended to include the following details:

- Emails from the agent dated 18, 19 and 21 June 2013, and Tree Protection Plan T001.

Condition 4 should be amended to the following:

No site works or works on this development shall be commenced before temporary tree protection has been erected around the existing tree in accordance with the details on Drawing T001. The protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Condition 5 should be deleted, as its requirements are covered by the suggested replacement to condition 4.

The consultation response from Traffic and Development is as follows:

Location and Pedestrian Links: The site is located in Grasvenor Road approximately 150 metres from its junction with Western Way to the south of the site, where footpaths provide pedestrian links to the A1000 and to Barnet Lane and approximately 650 metres from the A1000 and Underhill to the north of the site where several bus routes operate.

Proposal: The existing infant school currently employs 16 members of staff and has 90 pupils. The proposal is for replacement of the existing dining room building with a new building to accommodate a dining room, ancillary facilities and one new form to accommodate 30 additional pupils.

The proposed extension will result in 2 additional members of staff being employed at the site.

Waiting Restrictions: There are school clear 'zig-zag' markings at the entrance to the school but no other waiting restrictions are in place in the immediate vicinity of the site.

Parking: No off street parking spaces are currently provided for the school and no off street spaces are proposed. Although there is parking pressure in the immediate vicinity of the school, site visits at dropping off and collection times indicate that there is on street parking availability in close proximity to the site and it is considered that the additional on street parking demand resulting from the proposal can be accommodated in the vicinity of the site, and in conjunction with a Travel Plan it is considered that the expected additional parking demand will not have a detrimental impact on the public highway.

Trip Generation: The expected additional pedestrian and vehicle trip generation is not significant and is not expected to have a detrimental impact in the public highway.

Travel Plan: A Travel Plan will be required to reduce trips to the site by the private car and encourage non car modes such as walking, cycling and Public Transport. A condition should be included that before the development is occupied the Travel Plan shall be submitted and to and approved by the Local Planning Authority. This should include the appointment of a Travel Plan coordinator. It is anticipated that the expected trip generation resulting from the proposed extension in conjunction with a Travel Plan will not result in a detrimental impact on the public highways and the proposal is considered acceptable on highways grounds.

Recommendation: The application is recommended for approval on highways grounds subject to submission of a Travel Plan and the following conditions:

Two additional conditions to be added, in accordance with highways requirements.

- Prior to the first occupation of the building hereby approved, a School Travel Plan that meets the most recent Transport for London School Travel Plan criteria as detailed in the document 'What a School Travel Plan should contain' shall be submitted to and approved in writing by the Local Planning Authority. The document shall set out the school's transport policy to incorporate measures to reduce trips to school by the private car and encourage non car modes such as walking, cycling and public transport. Details of the start and finish times for pupils shall also be incorporated in order to minimise conflict on the local highway network. The use shall be carried out in accordance with the School Travel Plan as approved. The School Travel Plan should include the appointment of a School Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The School Travel Plan should be reviewed annually in accordance with the targets set out in the Plan.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17

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

Reason: In the interests of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

The following additional Informatives are to be added, in accordance with highways suggestions:

- Any details submitted in respect of the Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the on-site

provision of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact.

The following additional informatives are to be added, in accordance with correspondence from Thames Water:

- The applicant is advised that legal changes under The Water Industry (Scheme for the Adoption of Private Sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes, we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over/near-to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit www.thameswater.co.uk.
- The applicant is advised that it is their responsibility to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should 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. Where you propose to discharge to a public sewer, prior approval from Thames Water Developer Services will be required, and they can be contacted on 0845 850 2777. The above is in order to ensure that the surface water discharge from the site is not detrimental to the existing sewerage system.

Grasvenor School (new ramp)

B/02001/13

Pages 167-172

Section 4 of the report (Equalities and Diversity Issues) should be replaced with the following:

The Equality Act 2010 (the Act) came into force in April 2011. The general duty on public bodies requires the Council to have due regard to the need to eliminate discrimination and promote equality in relation to those with protected characteristics such as race, disability, and gender including gender reassignment, religion or belief, sex, pregnancy or maternity, and foster good relations between different groups when discharging its functions.

The Council have considered the Act but do not believe that the application would have a significant impact on any of the groups as noted in the Act.