

MEETING**PLANNING AND ENVIRONMENT COMMITTEE****DATE AND TIME****THURSDAY 1ST MAY, 2014****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 which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
6.	Addendum Report	1 - 6

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PLANNING & ENVIRONMENT COMMITTEE MEETING

Thursday 1st May 2014, 7.00PM

AGENDA ITEM 6

**ADDENDUM TO REPORT OF THE ASSISTANT DIRECTOR OF DEVELOPMENT
MANAGEMENT AND BUILDING CONTROL**

Page 1-8

Reference: H/01110/14

**Address: Barnet Burnt Oak Leisure Centre, Watling Avenue, Edgware, Middlesex
HA8 0NP**

Following the publication of the Committee Report the following paragraph should be amended to read:

The proposed hours of operation would result in the building and car park being operated by an additional 30 minutes in the morning during the weekdays (from 08:00 to 07:30). The remaining restrictions on operating hours would not be changed.

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Reference: H/01148/14

Address: 213-227 Great North Way NW4

Highways officers have added the following comments:

‘The previous application on the above site was recommended for approval on highway grounds with 55 units. The above is a revised application with 48 units.

Site Location:

The application site is located on Great North Way. It is bordered to the south by a service road which runs parallel with A1 the Great North Way. Ashley Lane forms the Eastern site boundary and existing residential development forms the northern and western boundaries to the site.

The proposal:

The proposal is for the demolition of 8 existing semidetached dwellings with 8 parking spaces and redevelopment of the site and construction of 48 apartments comprising 10 x 1 bedroom units, 32 x 2 bedroom units and 6 x 3 bedroom units.

Parking Provision:

66 parking spaces are proposed in a basement parking area which is in accordance with the parking standards as set out in the Development Management Policies of the Barnet Local Plan approved in September 2012.

10% of the parking spaces will be designated as disabled parking spaces. The applicant has stated in the TA that a Parking Management Plan (PMP) will be implemented.

Vehicular Access:

A new vehicular access to the basement car park is proposed from Ashley Lane. The ramp gradient to the basement car park is proposed as 1:10.

The site is located on the service road running parallel to A1 the Great North Way in the southbound direction.

Pedestrian Access:

Pedestrian access is proposed from both Ashley Lane and Great North Way. The pedestrian environment in the vicinity of the development including the condition of the existing public footway would need to be improved to facilitate the development. Therefore a contribution of £20,000 is required towards the improvements to pedestrian environment under S106 agreement.

Servicing and Delivery:

It is proposed in the Transport Statement that a private waste contractor will be appointed and the refuse will be brought to ground floor level on waste collection days via the ramp to a refuse vehicle that will wait on Ashley Lane, to the front of the entrance of the site on Ashley Lane on the day of collection by private operators.

Public Transport Accessibility Levels (PTAL):

The PTAL for the site is 1 which is considered low. The applicant in the TA has proposed a mini-bus service for the occupants of the development to mitigate concern due to the limited accessibility of the site. The cost of the service would be included within the resident's service charge and that this would assist in ensuring the service is protected.

Trip Generation:

In terms of vehicular trip generation, the industry standard TRAVL database and 2011 census was used to quantify the anticipated number of trips. The analysis showed that the development is anticipated to generate an additional 19 two way vehicular trips in the AM peak and 12 two way trips in the PM peak. This level of trips is unlikely to have any major traffic impact and therefore no further analysis considered necessary.

Accident Analysis:

Collision data for 36 months up to 31 October 2012 were analysed. No accidents that there were no personal injury accidents recorded at the junction of Ashley Lane and A1 during this period. The only recorded incidents were on the A1 Westbound on the opposite side of the carriageway.

Construction Management Plan:

A robust construction management plan needs to be provided and careful consideration must be given to the optimum route(s) for construction traffic. For further advice on routing Street Works Team should be consulted in this respect.

Travel Plan:

48 units trigger a Local-level residential Travel Plan (TP) that is ATTrBuTE compliant and meets the criteria in the TfL guidance ‘Travel Planning for new development in London’.

As part of the local level TP cycle storage and electric charging points (20% active and 20% passive) in accordance with TfL cycle parking standards will need to be provided. In addition at least 1 car club space will be expected as well as the Travel Plan incentive fund as shown below. (These details included in the Planning Obligations SPD.)

measure	Requirements for local level travel plan	Requirement for strategic level travel plan
Travel Plan Incentives fund	<p>Each 1st household to be offered to select 1 of the following 3 incentives to the value of £150:</p> <ul style="list-style-type: none">• Oyster card with £150 credit• Cycle shop voucher to the values of £150• Car club credit/membership to the value of £150 <p>(At least 1 car club space must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated)</p>	<p>Each 1st household to be offered to select 2 of the 3 following incentives to the value of £300:</p> <ul style="list-style-type: none">• Oyster card with £150 credit• Cycle shop voucher to the values of £150• Car club credit/membership to the value of £150 <p>(At least 2 car club spaces must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated)</p>

Proposed 66 secure cycle parking spaces are being provided in the basement area in accordance with TfL cycle parking standards.

In order to ensure that the objectives of the proposed Travel Plan are met a 'Monitoring Contributions' of £5,000 for the residential development is required under Section 106. In addition a Travel Plan Coordinator for the travel plan must be appointed.'

Amend Recommendation 1 to read:

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 **Highways Improvement (local to the site)** **£20,000.00**
A contribution towards local highway improvements to improve the pedestrian environment within the vicinity of the development.
- 4 **Requirement to submit Travel Plan** **£5,000.00**
Requirement to submit a Travel Plan for approval by the Council prior to first occupation of the development and the obligation to provide a contribution towards the Council's costs of monitoring the implementation of a Travel Plan.
- 5 **Special Site-Specific Obligation** **£7,200.00**
A contribution towards a Travel Plan Incentive Fund.
- 6 **Special Site-Specific Obligation** **£0.00**
A review process when the development is complete to assess whether revenues generated by the sale of the flats is sufficient to provide a financial contributions towards the provision of affordable housing in the London Borough of Barnet.
- 7 **Monitoring of the Agreement** **£1,496.25**
Contribution towards the Council's costs in monitoring the obligations of the agreement.

Viability

Deloitte have commented on the viability information submitted with the application.

They have advised that whilst there are some areas where further clarification could be provided, this would be for completeness rather than having capacity to alter the viability of the scheme, given that the gap in viability is so great.

Deloitte accept that it is unlikely to be viable to provide affordable housing on the scheme as a result of its design as cores and basement parking.

A clawback mechanism forms part of the recommendation as part of the proposed section 106 agreement and this would allow uplift in value to form part of a commuted payment for affordable housing.

The applicant has subsequently written to officers to clarify the matter that Deloitte has mentioned and officers are of the view that it would not be viable for this scheme to provide affordable housing.

Sustainability

The applicant has submitted an amended energy statement to take into account the revised London Plan target of 40% for reduction in carbon dioxide emissions.

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