

<u>MEETING</u> PLANNING COMMITTEE
<u>DATE AND TIME</u> WEDNESDAY 28TH JANUARY, 2015 AT 7.00 PM
<u>VENUE</u> HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

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
7.1	ADDENDUM TO THE REPORT	1 - 12

Paul Frost paul.frost@barnet.gov.uk 020 8359 2205

This page is intentionally left blank

PLANNING COMMITTEE MEETING

Thursday 28th January 2015, 7.00PM

AGENDA ITEM 7a

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

Pages 19 - 115

Reference: B/04834/14

**Address: Land Formerly Known as British Gas Works Albert Road,
Albert Road, Barnet, Herts**

Proposal Description and Affordable Housing Update

Since finalising the report to committee, the mix has varied slightly in the social rented tenure on account of the floorplan adjustments to Block B to reflect the improved affordable housing offer of 15%. This has also adjusted the overall total unit numbers to 305. However, it should be noted that the changes to Block B are internal, with no significant changes externally. It is further noted that the adjustment has been considered by the Council's viability assessor and it does not change the viability position.

Committee report mix	Uptodate
Rented – 18 (41%)	Rented – 18 (40%)
Shared Ownership – 26 (59%)	Shared Ownership – 27 (60%)
Rented	Rented
1 x 1B 2P (6%)	1x 1B 2P (6%)
1 x 2B 3P (6%)	1 x 2B 3P (6%)
6 x 2B 4P (33%)	6 x 2B 4P (33%)
0 x 3B 4P (0%)	0 x 3B 4P (0%)
10 x 3B 5P (55%)	10 x 3B 5P (55%)
18	18
Shared Ownership	Shared Ownership
2 x 1B 2P (8%)	3 x 1B 2P (11%)
8 x 2B 3P (30%)	10 x 2B 3P (37%)
14x 2B 4P (54%)	12 x 2B 4P (44%)
2 x 3B 4P (8%)	2 x 3B 4P (8%)
0 x 3B 5P (0%)	0 x 3B 5P (0%)
26	27
Site-Wide Total	Site-Wide Total
44 affordable dwellings	45 affordable dwellings
304 dwellings across whole site	305 dwellings across whole site
14.5% affordable housing	15% affordable housing

Report Recommendation 2 – Planning Agreement

Since finalising the committee report, further negotiations to refine and clarify the agreement have resulted in the following amendments:

“Subject to Recommendation 1 above, 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, subject to changes as considered necessary by the Acting Assistant Director for Planning and Development Management.”

“(c) Affordable housing: 15% (305 units) with the following Mix:

Affordable Rented:

- 1 x 1bed 2person,*
- 1 x 2bed 3person,*
- 6 x 2bed 4person,*
- 10 x 3bed 5person*

Shared Ownership:

- 3 x 1bed 2person*
- 10 x 2bed 3 person*
- 12 x 2bed 4person*
- 2 x 3bed 4person”*

“(f) Apprenticeships

The applicant shall secure the provision of a minimum number of apprenticeships to be agreed with the council including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework. The employment agreement will need to secure the following minimum levels unless justification is provided and agreed with the council as to why they are not possible given the specific circumstances of this site and a reduced number subsequently agreed to by the council:

Output summary	Min no.
<i>Jobs</i>	
1. Progression into employment [<6mths]	8
2. Progression into employment [>6mths]	5
<i>Apprenticeships/Work experience</i>	
3. Apprenticeships	13
4. Work exp (+16yrs)	17
5. School/college/uni site visits	99
6. School/college workshops	83

“(g) Off Site Highways Improvement Works

The applicant shall, at its own expense, implement the following off-site highways improvement works identified in the submission (including but not limited to) to mitigate the impact of the development, with agreement of the Highways Authority. These

works shall be undertaken under S278 of the Highways Act 1980. Some of the works are listed below are shown indicatively on Drawing Nos. 1265/21B & 25B:

- 1) *The removal of an existing elevated pedestrian bridge and replacement with improved access and public realm and further improvements to the west of site i.e. resurfacing Network Rail land including the pedestrian tunnel resurfacing and vegetation clearance*
- 2) *Pedestrian improvements to consist of improved signing, and lighting under the railway bridge on East Barnet Road as detailed in paragraph 4.5 of the TA*
- 3) *Provision of new zebra pedestrian crossing facility on Victoria Road (north east of mini roundabout junction)*
- 5) *Replacement of an existing Zebra Crossing on East Barnet Road to Puffin Pedestrian Crossing south east of East Barnet Road and Lytton Road junction*
- 6) *Highway Improvements to Albert Road East and West including footway widening as outlined in the Transport Assessment Submission*

The works will consist but not limited to widening of the eastern footway on Albert Road (West); Improvements to Albert Road East ; Improvements to the Albert Road (East) and Victoria Road Priority Junction; High quality surfacing on both Albert Road (East & West) etc.

- 7) *Junction Improvements to Victoria Road and East Barnet Road including carriageway and footway widening and all associated highway works*
- 9) *Review existing Traffic Regulation Orders and any new restrictions for Albert Road East and West, Victoria Road, East Barnet Road in the vicinity of Lytton Road*

In addition the following financial requirement to be secure, only under s106 and not also required under s278:

- 11) *Financial contribution towards CCTV monitoring of the pedestrian link - £20*

“(i) Travel Plan (Residential)

The applicant shall enter into a strategic level 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:-

- Strategic level Residential Travel Plan that is TRICS and ATTrBuTE compliant to be submitted at least 6 months prior to occupation and that meets the criteria in the TfL document 'Travel Planning for new development in London'
- Residential TP to be updated and re-submitted prior to occupation of each phase.
- Lifespan of the TP to be at least 5 years after 1st occupation of the final unit.
- Commercial Travel Plan statement to be submitted within 6 months of occupation and that meets the criteria in the TfL document 'Travel Planning for new development in London'
- £300 per unit Travel Plan incentive fund
- 2 x car club spaces
- Welcome pack for all first occupants
- 2x a year for 5 years Dr Bike maintenance sessions for residents
- Site – wide Travel Plan Champion in place for the life of the RTP to oversee Residential TP and to liaise with Travel Plan Champion from commercial uses.]

(j) Travel Plan Statement (Commercial)

Commercial Travel Plan statement to be submitted within 6 months of occupation and that meets the criteria in the TfL document 'Travel Planning for new development in London' and which the Residential TP Co-ordinator can oversee.

(l) Monitoring contribution for s106 agreement:

A contribution of **£5,975** in accordance with the planning obligations SPD, index linked towards the monitoring and management of the S106 planning obligations.”

Report Recommendation 3 - Conditions

Correction to condition 2 drawing reference:

9013-025/**01**- LANDSCAPE PLAN – ILLUSTRATIVE BOUNDARY DETAILS VARIES

Delete the following conditions:

- Cond 33 noting that cycle parking is covered by condition 34
- Cond 40 noting that PERS improvements are specified in the planning agreement

Preface the following conditions with the statement “Notwithstanding the details hereby approved...”: Conditions 27, 30, 35

End the following conditions with “...unless otherwise agreed in writing by the council”: Conditions: 11

Reword condition 39 regarding stopping up:

“Stopping Up of Highways

Prior to the commencement of the development, details of any roads within the development as identified in drawing 2012-161-110 ‘Title Plan’ which are required to be stopped up to facilitate the development shall be submitted to and agreed in writing with the Local Planning Authority.

Reason:

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

Amalgamate conditions 37, 41 and 44 as follows:

“Construction Method Statement & Construction Logistics Plan

No development or site works shall take place on site until a ‘Demolition & Construction Method Statement’ has been submitted to and approved in writing by, the Local Planning Authority.

The Statement shall provide for:

- *access to the site, vehicle routings and traffic management, including swept paths*
- *An estimate of vehicle numbers and types by phase of construction*
- *the parking of vehicles for site operatives and visitors;*
- *hours of construction, including deliveries, loading and unloading of plant and materials;*
- *the storage of plant and materials used in the construction of the development;*
- *the erection of any means of temporary enclosure or security hoarding and*
- *measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.*
- *Identify deliveries that could be reduced, re-timed or consolidated*
- *Identify measures to protect vulnerable road users*
- *A procurement strategy to support the aims of the plan*
- *Monitoring and review*

The development shall thereafter be implemented in accordance with the measures detailed within the statement.

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. Also, in the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.21 of the London Plan (2011).”

Additional conditions as follows:

“Network Rail – Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant’s contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Reason: To mitigate any potential impact and disruption to Network Rail land and its operation”

“Network Rail – Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail’s Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Reason: To mitigate any potential impact and disruption to Network Rail land and its operation”

“Network Rail – Earthworks and Excavations

Prior to commencement of works, full details of excavations and earthworks to be carried out within 10 metres of the railway undertaker’s boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with approved details.

Reason: To mitigate any potential impact and disruption to Network Rail land and its operation”

Report Corrections

- P19 - ‘Proposal’: The scheme now includes 305 residential units
- P19 - ‘Application Summary’, para 2, last sentence (Also at P105 ‘7. Conclusion’, para 2):

“There is **no** concern with the loss of the former site uses, which is not protected under the London Plan or under Barnet policy.”

- P60 – ‘Resident comments’:
- “A total of **74** responses were received and of which, **21** were in support, **16** were objecting and **21** offered comments (**Including 1 request to speak at committee**) ...”
- P68 – Oakleigh Park Swimming Pool, Officer comment: Contact details will be referred to LB Barnet officers of the Sports and Physical Activity Strategy
- P86 – Paras 1 and 3: References to mews houses are block J and not block H
- P75 – ‘2.3 Description of the Proposed Development’, first para: Proposal is for **305** residential units
- P75 – Block B unit mix: 3 x 1bed, 22 x 2bed, 2 x 3 bed
- P76 – first para, amend last sentence:

“Victoria Recreation Ground serves as a focal point with blocks orientated and separated **by intervening communal amenity space** to maximise visual links to **it for as many dwellings as possible.**”

- P82 – Update table as follows:

Mix					
Unit size	1	2	3	4	Tot
Market	66	101	65	28	260
Social rent	1	7	10	0	18
S/o	3	22	2	0	27
Tot	70	122	83	28	305

- P94 – Second para, amend second sentence:
- “However, only 1 window of 2 properties which are otherwise dual aspect **may notice a change in the amount of light received**”
- P95 – ‘Vehicular routes, movement and safety’, second para, additional second last sentence:

“Although, it should be noted the 3 visitor spaces specified in Albert Road east currently fall within the public highway and have therefore not been considered as art of the development and parking.”

- P95 – ‘Vehicular routes, movement and safety’, third para, amend bullet points as follows:
 - *Victoria Road pedestrian crossing*
 - *East Barnet Road **south east of the junction with Lytton Road** puffin crossing*
 - *Albert Road East and West improvement including footway widening*
 - *Victoria Road and **East Barnet** Road including footway widening*
 - *Victoria Road and **East** Barnet Road junction widening*
 - *PERS audit pedestrian improvements”*

- P96 – ‘Pedestrian and bicycle routes, movement and safety’, third bullet point: the station is New Barnet

- P97 – ‘Car Parking’ bullet point: updated numbers following further negotiations with TfL and the applicant as follows:

*“Car parking: The resident parking has been reduced to 373 spaces plus **7** further spaces of which: 2 no. spaces north of Block A can be allocated to Crèche / gym; and a further 5 spaces (3no. visiting & 2 no. Loading) on the central spine road. This provisions results in a parking ratio of parking to housing of 1.2:1. This is the Council’s preference and considered to be an appropriate approach having regard to the site characteristics and needs of the development, it being noted that TfL would have preferred the 10 spaces allocated to the non-residential floorspace”*

- P100 – ‘Watercourse consent’: Watercourse consent is in pursuance to the Flood and Water Management Act 2010

- P101 – Final para, additional comment: It should be further noted that ecological roofs are nonetheless provided atop the individual waste and bicycle stores of the Block G terrace houses

- PP102 – ‘S106 Obligations and Viability’, second para, additional point that should be noted: The viability of the scheme and what it can afford in the way of s106 planning obligations is also by the CIL charge which is high as compared to another site where existing floorspace may offset the CIL charge

- PP102 – ‘S106 Obligations and Viability’, second para: affordable housing is 15% (45 units)

- PP102-3 – ‘S106 Obligations and Viability’: Changes to heads of terms as per ‘Recommendation 2’ above

- P112 – ‘Biodiversity’ Informative to read as follows:

“As per the Preliminary Ecological Appraisal – FINAL produced by Temple, please be in contact well before the commencement of works to discuss any approvals required under the Wildlife and Countryside Act 1981.”

- P113 – ‘Metropolitan Police, Secure by Design Accreditation informative to read as follows:

“You are encouraged to seek separate Secured by Design accreditation for the scheme. Please contact Mr Bob Masdin, Designing Out Crime Officer, Metropolitan Police on 0208 246 9534 or DOCOMailbox.NW@met.police.uk”

Additional Consultee Responses

LBB Community Safety Team: Request £20k for the provision of CCTV monitoring which includes the cost of the camera, lamp post mount, survey costs for locating the camera and the cost to link it to the network

LBB Street Lighting: Confirmation that lighting of the Network Rail tunnel and the link west to Cromer Road was completed last year. Further noted that the link west to Cromer Road was resurfaced at the same time by the LBB highways team.

Network Rail:

- No objection raised to the proposal subject to conditions in relation to construction scaffolding and construction piling and earthworks/excavations as well as informatives in relation to Future maintenance access, construction, drainage, fencing, lighting, noise and vibration.
- In respect of works affecting the tunnel will require their permission and recommends that the developer sign up to an Asset Protection Agreement, noting that discussions regarding this proposal have already commenced
- Further comments from the Asset Protection Team confirm that footpath resurfacing and lighting provision in the tunnel are the council’s responsibility

Additional Comments

Comments from Cllr Williams:

- Suggests the scheme be renamed to Victoria Park (*Officer comment: Although the informal and final names for the scheme is separate to the planning process, it is noted that the identification of the site using ‘Victoria Quarter’ reflects the references to it in the LBB New Barnet Town Centre Framework*)
- Suggestion that the development plan reflects that the site to the north [currently occupied by National Grid] will become available and a seamless, integrated approach should be taken (*Officer comment: It is noted that the current application has sought to have regard to the*

future development potential of land to the north including layout, design and access as well as cumulative impact, specifically traffic implications. This cumulative impact to addressed as part of mitigation measures to be secured in the s106 planning agreement if the committee is minded to approve the application)

Pages 117-156

Reference: F/00422/14

Address: Oak Lodge School, Heath View, N2 0QY

Amend condition 9 to read:

9. a) *A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping including **mature trees and replacements to any trees lost as part of the works**, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced.*
- b) *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.*
- c) *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 CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2011.

Pages

Reference: F/04373/14

Address: 20 Hoop Lane, NW11 8QL

Amended plans have been received showing changes to internal layout, removing one of the proposed sitting rooms for the flat and replacing it with a larger dining room, replacing the ground floor study with a 'kids room' and the lower ground floor kitchen with a study.

Amend Condition 1 to read:

*The development hereby permitted shall be carried out in accordance with the following approved plans: 01C, 02C, 03C, **04C (Received 28/01/2015)**, 05B, **07C (Received 28/01/2015)**.*

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

This page is intentionally left blank