

<u>MEETING</u> PLANNING COMMITTEE
<u>DATE AND TIME</u> WEDNESDAY 25TH FEBRUARY, 2015 AT 6.00 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
	Report of the Assistant Director of Development Management and Building Control:	

Jan Natynczk jan.natynczk@barnet.gov.uk 0208 359 5129

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PLANNING COMMITTEE MEETING

Thursday 25th February 2015, 6.00PM

Agenda Annex

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

Pages 193-229

Reference: 14/07066/RMA

Address: Buildings D1 & D2, Beaufort Park, Aerodrome Road, NW9

Report Recommendation 2 – Conditions

Add an energy condition as follows:

“Prior to commencement of the development hereby approved the applicant shall submit details for the approval in writing by the local planning authority to show how blocks D1 and D2 shall connect to an appropriate energy centre in the wider Beaufort Park site if one has been or is being provided.”

The development shall be implemented in accordance with the details as approved prior to occupation.”

Reason:

To ensure that the development is sustainable and complies with the requirements of London Plan policies 5.2 5.5 and 5.6.”

Add an ecological roof condition as follows:

“Ecological (brown) roof

Prior to commencement details of the brown roof shall be submitted to and approved in writing by the council. Prior to occupation the details hereby approved will be implemented and retained for the lifetime of the development unless otherwise agreed in writing by the council.

Reason: In the interests of protecting and enhancing biodiversity in accordance with policies CS7 and DM16.”

Report Corrections

In section 1.2 planning history (Page 202), add reference to the current application for blocks D3 to D8 as follows:

14/07064/FUL	Construction of a building of 6 cores of up to 10 storeys to comprise 237 residential homes and 357 sq.m GIA of commercial floorspace (A1 to A4, B1, B2, D1 and D2),	Current
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	including associated car and cycle parking and landscaping (This application is accompanied by an Environmental Statement).	
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Pages 231-295

Reference: 14/07064/FUL

Address: Buildings D3 - D8, Beaufort Park, Aerodrome Road, NW9

Report Recommendation 2 – Planning obligations

Part ‘k’ Healthcare Contribution – on-site (page 237)

Insert the following in respect of the potential location options for the health facility:

*“Provision of fully accessible minimum 300sqm facility at ground floor level in block C **or block E** for NHS England...”*

Report Recommendation 2 – Conditions

- Condition 11 (Page 243) – Changes as follows:

“Energy and sustainability measures

11. *Prior to the commencement of the development hereby approved a strategy setting out how blocks D1, D2, D3, D4, D5, D6, D7 and D8 will connect to **either the onsite Energy Centre or energy network in accordance with the scheme agreed by condition <no.> and in the case of an on-site energy centre** details of how provision has been made for ~~future~~ connection to **future potential** local energy network(s) 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 prior to occupation.

Reason:

To ensure that the development is sustainable and complies with the requirements of London Plan policies 5.2 and 5.6.”

- Condition 21 (Page 247) – Changes as follows:

“Notwithstanding the details contained in the Environmental Statement hereby approved:

- a) *No development other than demolition works shall take place until **Prior to occupation of the commercial units** details of all extraction and ventilation equipment to be installed as part of the development ~~have been~~ **shall be** submitted to and approved in writing by the Local Planning Authority. The*

report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit and report and critically analyse the content and recommendations.

b) The development shall be implemented in accordance with details approved under this condition before first occupation **of the commercial unit** or the use is commenced and retained as such thereafter.”

- Condition 22 (Pages 247-248) – Changes as follows:

“Notwithstanding the details contained in the Environmental Statement hereby approved:

a) ~~No development other than demolition works shall take place until~~ **Prior to occupation of the commercial units** a report ~~has been~~ carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, ~~and has been~~ **shall be** submitted to and approved in writing by the Local Planning Authority.

The report shall 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 content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to **occupation of the commercial unit** ~~the commencement of the use/first occupation of the development~~ and retained as such thereafter...”

- Condition 26 (Page 250) – Replace “^/N” with **“commercial unit and associated plant”**
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- Conditions 25, 27, 28 (PP 249-252) – Preface the conditions with the following text:
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- **“Notwithstanding the details contained in the Environmental Statement hereby approved:...”**
- **Thames Water:** In response to the additional information provided by the applicant regarding the proposed drainage strategy and construction piling, Thames Water have confirmed that the following conditions should still be imposed if the council is minded to approve the application:

“1. 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: 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.”

“2. No impact piling shall take place until a piling method statement, has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. The statement shall include details of the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works.

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.”

- **GLA: Add a further energy condition in relation to investigating further the potential for providing power and heat by emerging local networks in preference to the on-site CHP as proposed:**
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- **“The applicant will continue negotiations with an appropriate energy services company until 12 months prior to commencement to establish the feasibility of connecting the development into a district/local energy network and provide evidence to the Local Planning Authority to demonstrate this. Where a connection is feasible and viable (including financially viable) and an agreement has been reached, a revised energy strategy demonstrating how the development will be connected to the district/local energy network and achieve a 35 per cent reduction in carbon dioxide emissions beyond Part L 2013 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the GLA.**
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- **If at the end of the required negotiation period, satisfactory evidence is provided to and approved by the Local Planning Authority demonstrating that all reasonable endeavours have been made to secure a connection to a local/district network but it is not feasible and viable (including financially viable) then the developer shall revert to the original energy strategy submitted and install CHP to achieve the stated 35 per cent reduction in carbon dioxide emissions beyond Part L 2013.**
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- **Reason:**
To ensure that the development is sustainable and complies with the requirements of London Plan policies 5.2 5.5 and 5.6.”
- **Transport for London: TfL have requested the following conditions:**

- Construction Logistic Plan (CLP): This requirement is already covered by condition 20;
- Delivery servicing plan (DSP): this is considered unnecessary given:
 - This is one block out of a wider development where St George maintain control of the private roads;
 - The scheme makes acceptable provision for servicing bays as well as parking. Therefore, servicing is not considered to pose any impact to the functioning of the site or to the surrounding area to warrant a DSP; and
 - There have not been any issues encountered to date with the operation of the site in the last 10years to warrant such an intervention at this late stage.

Report Corrections

- Page 260, first paragraph – delete references to appendices D and E in first two bullet points
- Page 260, 'Transport', first bullet point regarding construction traffic – replace 'Officer comment' with the following:
 - ***“This is proposed to be controlled by condition 20 of the proposed conditions which requires a construction method statement and logistics plan. This is a similar approach to Condition 39 of the outline permission.”***
- Page 261 – In reference to EH GLASS, this should read 'English Heritage Greater London Archaeological Advisory Service'
- Page 274, 'Layout' – this should refer to six residential cores, not four

Page 15-34

Ref: F/05593/13

Address: 290-294 Golders Green Road

Unilateral Undertaking

The applicant intends to provide a Unilateral Undertaking and the applicant has been working on this with the Council's legal officers. Comments are raised on this below:

The undertaking provides a contribution of £1,000,000 towards affordable housing with a further capped 'claw-back' contribution of £500,000. This is equivalent to provision of approximately 2.1% affordable housing (3.2% if full claw-back is achieved). This is not considered acceptable by officers.

The Supplementary Planning Document on Affordable Housing states that:

'There may be exceptional circumstances which occasionally justify a reduction in the level of affordable housing provision. A developer should, however, take affordable housing provision and other known requirements and constraints into account when negotiating the purchase of land rather than assume a discount on affordable housing provision.'

This further states that 'the council may exceptionally accept on sites which are suitable for the provision of an element of affordable housing, the provision off-site, or a commuted payment instead of such provision.'

It goes on to state that '*Commuted sums will not normally be accepted, as they provide fewer affordable units. In the limited cases where financial payments are considered appropriate, the commuted sum will be based on the difference between what a RSL would pay for the affordable homes and what the developer could sell the homes for on the open market if these were not provided as affordable housing. In the absence of a developer being able to assess this amount, the council will look at market values of comparable, new build developments in the immediate area.*'

In this case, the applicant has put forward no justification for why a contribution is provided instead of provision on site. To accept this would be contrary to policy DM10 of the Adopted Barnet Development Management Policies 2012 and the Affordable Housing SPD.

Furthermore, the provision of a capped contribution is not considered to be justified.

Therefore, the Unilateral Undertaking does not address the reason for refusal in relation to affordable housing but does address the reason for refusal relating to the Travel Plan.

Reasons for Refusal

Amend reason for refusal 3 to read:

The proposals would have a harmful impact on the visual and residential amenities of neighbouring occupiers at no.1 Princes Park Avenue by reason of the harmful overshadowing of the rear garden. The proposals would be contrary to policies DM01 and DM02 of the Adopted Barnet Development Management Policies 2012.

Reason for refusal no.4 is addressed by the unilateral undertaking.

Amend reason for refusal 5 to read:

The application does not make any provision towards on-site affordable housing, contrary to policies DM10, CS NPPF, CS4 and CS15 of the Barnet Local Plan Core Strategy and Development Management Policies Document (both adopted September 2012), policies 3.12 and 3.13 of the London Plan (adopted July 2011 and October 2013), the Barnet Planning Obligations (adopted April 2013) and Affordable Housing (adopted February 2007 and August 2010) Supplementary Planning Documents and the Mayoral Housing

(adopted November 2012) Supplementary Planning Guidance. It has not been demonstrated that the proposed commuted sum towards affordable housing within the Unilateral Undertaking provided by the applicant is adequate provision.

Planning History

- Application ref: C00513AA/08 was approved following legal agreement

Consultation

- The item has been referred to committee at the request of Councillor Wendy Prentice due to the size of the development.
- The amendments made on 18/06/2014 reflect setting the rear wall of the building on the side nearest 1 Princes Park Avenue a distance of 10.3m from the boundary.
- The amendments received on 24/04/2014 related to providing increased separation between block 1 and no.1 Princes Park Avenue and relocating block 4 so that it is further from the rear of houses on Princes Park Avenue.
- It is clarified that Trees and Landscaping have not objected to the scheme
- It is clarified that Environmental Health officers are satisfied that conditions can address any concerns they have about air quality
- It is clarified that Highways officers withdrew their objection to the scheme following the reduction in proposed parking.

Site Description and Surroundings

- Whilst the report highlights that trees have been cut down there is no insinuation that this was done by the current applicant
- The application follows pre-application discussions with the Local Planning Authority
- Part of the building is two storeys on the side nearest Princes Park Avenue.
- It is noted that Melvin Hall is part 7 and part 8 stories.
- It is clarified that there is something of a gradient across the site from side to side this is relatively flat within the locality.

Density

- The applicant's Transport Statement suggests that the site is in an area of PTAL rating 4 rather than 3 referred to in the report. It is recognised that TfL have advised that this is a matter of methodology and they accept that the site could be interpreted as a rating of 4.
- The site is considered an urban area.

Amenity Issues

- It is acknowledged that the 'The central element linking the rear part of the site to the front blocks' would be set back so that this part of the scheme would have limited impact on neighbouring amenity.
- To clarify, the previously approved scheme was 5 stories in height.
- To clarify, the concerns relate to the overbearing appearance of the building rather than loss of outlook to a specific window.
- It is noted that the building has been articulated to provide interest to the various façades, but it is considered that the building would appear overbearing when viewed from neighbouring residential properties.
- The applicant has amended the plans to set the building back. Officers are now of the view that there would not be a material loss of privacy to neighbouring occupiers.
- To clarify, the measurement of 4.5m in relation to the rearmost block should be between 2.4m-4m.
- A hours in sun/overshadowing report has now been received. This acknowledges that there is '*Major overshadowing*' to 1 Princes Park Avenue and a reduction in light to the rear garden by 25%. As such, we would still consider that the impact of the proposals in this regard is unacceptable.

Affordable Housing

- Development Plan Policy DM10 states that 'Having regard to the borough-wide target that 40% of housing provision should be affordable, the maximum reasonable amount of affordable housing will be required on site, subject to viability, from all new sites providing 10 or more units gross or covering an area of 0.4 hectares or more'. It is quite clear from this wording that the ability or otherwise of a 'site' to viably deliver affordable housing is a crucial question for Local Planning Authority when assessing an application.
- It is noted that comparable sites within the applicant's viability statement have achieved affordable housing provision of 25% or more.
- Deloitte Real Estate have been unable to agree your suggested Benchmark Land Value (BLV) for the site. It is considered that the figure put forward has not been adequately justified and this is not the case at present. The onus is on your advisors to adequately justify whatever figure is proposed in this regard.
- Given the above position the Officers are of the view that it is likely that the application site could viably make an on-site contribution to affordable housing provision in the borough. The information provided to date as part of the

submission has not demonstrated that the site cannot make a viable contribution to affordable housing provision in the borough.

Comments of the grounds of objections

- Site contains woodland, which is home to wildlife. - *The applicant has provided an ecological assessment which states that no part of this development site or any adjacent area has any statutory or none statutory conservation designation or status. The site has been cleared and is considered to no special ecological significance.*

Recommendation II

An indicative schedule of conditions in the event of approval are shown below:

- The development hereby permitted shall be carried out in accordance with the following approved plans: AD-00-00-06-01 P03 ELEVATION 01, AD-00-00-06-02 P03 ELEVATION 02, AD-00-00-06-03 P03 ELEVATION 03 (Received 18/06/2014), AD-00-00-06-04 P03ELEVATION 04, AD-00-00-06-05 P03 ELEVATION 05, AD-00-00-06-06 P03 ELEVATION 06, AD-00-00-06-12 P03 E2 WITH OUTLINE, AD-00-00-06-16 P03 E6 WITH OUTLINE, AD-00-00-06-21 P03 SECTION 01, AD-00-00-06-22 P03 SECTION 02, AD-00-00-06-23 P03 SECTION 03 (Received 17/01/2014), AD-00-00-06-31-GGR STREET SCENE, AD-01-00-01-01 P03 1ST FLOOR PLAN, AD-02-00-01-01 P03 2ND FLOOR PLAN, AD-03-00-01-01 P03 3RD FLOOR, AD-04-00-01-01 P03 4TH FLOOR PLAN, AD-B1-00-01-01 P03 BASEMENT 01 PLAN, AD-B2-00-01-01 P03 BASEMENT 02, AD-BM-00-01-01 P03 BASEMENT MEZZANINE, AD-GF-00-01-01 P03 GROUND FLOOR PLAN, AD-LP-00-01-01 P03 LOWER PENTHOUSE FLOOR, AD-LG-00-01-01 P03 LOWER GROUND FLOOR PLAN, AD-RF-00-01-01-ROOF PLAN P03 (Received 18/06/2014), AD-RT-00-01-01 P03 ROOF TERRACE PLAN (Received 18/06/2014), AD-SP-00-01-01 P03 LOCATION PLAN, AD-ST-00-01-01 P03 SITE PLAN (Received 18/06/2014), AD-ST-00-01-02-SITE PLAN DIMENSIONED P03(Received 18/06/2014), AD-UP-00-01-01 P03 UPPER PENTHOUSE PLAN (Received 18/06/2014), AD-UP-40-01-01-PENTHOUSE (Received 18/06/2014), Air Quality Assessment, Arboricultural Assessment, Archaeology, Design and Access Statement, Ecological Assessment, Energy Statement, Flood Risk Assessment sm1, Site Investigation Report, Transport Statement, Travel Plan, Utility Statement, Ventilation Strategy, Acoustic Assessment Report, Urban Landscape Design Strategy & Visual Impact Assessment, Signed unilateral undertaking.

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 DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

- 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.

- Before the development hereby permitted is occupied the parking spaces/garages shown on the approved plans shall be provided 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 in accordance with policies DM17 of the Adopted Barnet Development Management Policies DPD (2012) and 6.1, 6.2 and 6.3 of the London Plan 2011.

- Before this development 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 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 development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

- Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas 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 safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

- Before the development hereby permitted is brought into use or occupied the site shall be enclosed except at the permitted points of access in accordance with details previously submitted to and approved 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 in accordance with policies DM01, DM03, DM17 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

- Before the development hereby permitted commences, 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 in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- No construction work resulting from the planning permission 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.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012).

- 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 in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

- Before the development hereby permitted is commenced a scheme indicating the provision to be made for disabled people to gain access to the flats shall have been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.

Reason:

To ensure adequate access levels within the development in accordance with policies DM03 of the Adopted Barnet Development Management Policies DPD (2012) and 7.2 of the London Plan 2011.

- A scheme of hard and soft landscaping, including details of existing trees to be retained, proposed planting to the boundary with properties on Princes Park Avenue, 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 in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

- 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 in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 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 DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason:

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

- The level of noise emitted from the plant 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 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.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policies DM04 of the

Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- Before development commences, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development of the ventilation/extraction plant. The report shall also 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 amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- The dwelling(s) shall achieve a 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) and achieve full Lifetime Homes credits. No dwelling shall be occupied until evidence that the Lifetime Homes credits have been achieved and a Final Code Certificate has been issued certifying that Code Level 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 policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007) and policies 5.2 and 5.3 of the London Plan (2011).

- No development shall take place until details of a construction management plan have been submitted to and approved in writing by the local planning authority.

Reason:

To safeguard residential amenity in accordance with policy DM17 of the Adopted Barnet Development Management Policies DPD (2012).

- No development shall take place until a '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; 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. Throughout the construction period the detailed measures contained within the approved Statement shall be strictly adhered to.

Reason:

In the interests of highway safety and good air quality in accordance with Policy DM17 and DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.21 of the London Plan (2011).

- Piling or any other penetrative construction method shall not be permitted other than with the express written consent of the Local Planning Authority, in liaison with the relevant utility providers and Environment Agency, which may be given where it has been demonstrated that there is no resulting unacceptable risk to below ground utility infrastructure or groundwater. The development shall be carried out in accordance with the approved details.

Reason. To ensure that the piling design is protective of below ground utility infrastructure assets and controlled waters in accordance with policy DM04 of the Adopted Barnet Development Management Policies 2012.

- Before the development is occupied, the proposals identified in the energy statement submitted shall be implemented in accordance with the details within this document and permanently retained thereafter.

Reason: To ensure that the development achieves satisfactory environmental performance accordance with policy 5.2 of the Mayors London Plan.

- Before the development is occupied, details of the designated amenity areas and how access to these will be provided shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with these details.

Reason: To ensure that residents have access to adequate amenity space in accordance with policy DM02 of the Adopted Barnet Development Management Policies 2012.

- Before the development hereby permitted is occupied cycle storage and parking shall be implemented in accordance with the approved details.

Reason: To ensure that the proposals have an acceptable impact on highway and pedestrian safety in accordance with policy DM17 of the Adopted Barnet Development Management Policies 2012.

- Before the development hereby permitted is occupied, details of electric car charging points shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with these details.

Reason: To ensure that the development achieves satisfactory environmental performance accordance with policy 5.2 of the Mayors London Plan.

- Prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity space shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the development.

Reason:

To ensure that the development represents high quality design and to accord with policies CS7 of the Core Strategy and DM02 of the Development Management DPD and policy 3.6 of the London Plan 2011.

Pages 41-192

Reference: F/04474/14

Address: Granville Road Estate Granville Road, Childs Hill, London NW2 2LD

- **Page 48**

Amendment to Recommendation 1

Point (e) of the heads of terms shall be amended as follows:

(e) **CPZ Contribution**

Payment of a £75,000 financial contribution to fund: a review of, and potentially altering, the existing CPZ in the vicinity of the development; the implementation of a suitable CPZ on roads currently not within the existing CPZ areas; and amendments to the existing Traffic Management Order to prevent future occupiers of the dwellings within the proposed development **and occupiers of existing properties on the estate** from applying for ~~more than one~~ parking permits for ~~the Granville Road Controlled Parking Zone within the existing Golders Green Controlled Parking Zone or any future zones that might be implemented by the Council on surrounding streets.~~

- **Page 145**

Amendment to Condition

For the avoidance of doubt, where plans have been listed in Condition 2 as a group or run of plan numbers, the full list of individual plan numbers shall be provided.

Condition 2 shall therefore be amended to read as follows:

“The development hereby permitted shall be carried out in accordance with the following approved plans:

2928A.P3.D_001 Rev: P3; 2928A.P2.D_002 Rev: P2; 2928A.P5.D_007 Rev: P5 to 2928A.P5.D_016 Rev: P5; 2928A.P4.D_020 Rev: P4 to 2928A.P4.D_037 Rev: P4; 2928A.P3.D_038 Rev: P3; 2928A.P4.D_039 Rev: P4; 2928A.P5.D_040 Rev: P5; 2928A.P4.D_041 Rev: P4 to 2928A.P4.D_045 Rev: P4; 2928A.P3.D_046 Rev: P3; 2928A.P4.D_047 Rev: P4; 2928A.P1.D_048 Rev: P1; 2928A.P5.D_050 Rev: P5; 2928A.P5.D_051 Rev: P5; 2928A.P4.D_059 Rev: P4; 2928A.P5.D_060 Rev: P5;

2928A.P5.D_061 Rev: P5; 2928A.P3.D_062 Rev: P3; 2928A.P3.D_063 Rev: P3; 2928A.P5.D_064 Rev: P5 to 2928A.P5.D_068 Rev: P5; 2928A.P4.D_070 Rev: P4; 2928A.P4.D_071 Rev: P4; 2928A.P2.D_072 Rev: P3; 2928A.P4.D_073 Rev: P4 to 2928A.P4.D_078 Rev: P4; 2928a.SK.004 Rev: P3; **2928a.SK.005 Rev: P3;**
2928a.SK.006 Rev: P3; 2928a.SK.007 Rev: P3; 2928a.SK.008 Rev: P3; to
 2928a.SK.009 Rev: P3; 2928a.SK.0011 Rev: P3; **2928a.SK.0012 Rev: P3;**
2928a.SK.0013 Rev: P3; 2928a.SK.0014 Rev: P3; 2928a.SK.0015 Rev: P3;
2928a.SK.0016 Rev: P3; to 2928a.SK.0017 Rev: 3; 2928a.SK0056; 2928A.D.D_900
 Rev: P4; 2928A.L.D_901 Rev: P10; 2928A.D_902 Rev: P6; 2928A.D.D_903 Rev: P7;
 2928A.D_904 Rev: P5; 2928A.D_905 Rev: P6; 2928A.D_906 Rev: P6; 2928A.D907
 Rev: P8; 2928A.D_908 Rev: P8; 2928A.D_921 Rev: P8; 2928A.D_922 Rev: P8;
 2928A.D_923 Rev: P4; 2928A.D_924 Rev: P4; 2928A.D_925 Rev: P7; 2928A.D_926
 Rev: P7; 2928A.D927 Rev: P6; 2928A.D_928 Rev: P4; 2928A.D_929 Rev:P4;
 2928A.D_930 Rev: P3; 2928A.D_931 Rev: P3; 2928A.D_932 Rev: P3; 2928A.D_940
 Rev:P2 to 2928A.D_944 Rev: P2; 2928A.D_955 Rev: P2; 2928A.D_956 Rev: P2;
 2928A.D_960 Rev: P3.; 2928A.D_933/P1; 2928A.D_934/P1; 2928A.D_941/P2;
 2928A.D_942/P2; 2928A.D_943/P2.

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 application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.”

- **Page 65**

The sub heading on page 65 shall be amended to read as follows:

“Comments from ~~Elected Representatives~~ **Parliamentary Candidates**”

Pages 297- 374

Reference: H/05828/14

Address: Homebase, Rookery Way, London, NW9 6SS

- **Page 299, replace wording of (c) with:**

“(c) Affordable Housing – On Site

The provision within the development of 78 affordable housing units comprising the following mix:

37 Affordable Rented units comprising:

- 8 X 1 bedroom 2 person
- 16 X 2 bedroom 3 person
- 3 X 3 bedroom 4 person
- 10 X 3 bedroom 5 person

41 Intermediate Units comprising:

- 21 X 1 bedroom 2 person
- 20 X 2 bedroom 3 person”

- **Page 301 condition 2, replace wording of condition 2 with:**

“2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents: 4599-T(90)P100 (Rev

P1), 4599-T(10)P00 (Rev P1), 4599-T(10)E01 (Rev P1), 4599-T(10)E02 (Rev P1), 4599-T(10)E03 (Rev P1), 4599-T(20)P-1 (Rev P1), 4599-T(20)E05 (Rev P1), 4599-T(20)E07 (Rev P1), 4599-T(20)E08 (Rev P1), 4599-T(20)E09 (Rev P1), 4599-T(20)E11 (Rev P1), 4599-T(20)E12 (Rev P1), 4599-T(20)E13 (Rev P1), 4599-TA(20)E01 (Rev P1), 4599-TB(20)E01 (Rev P1), 4599-TB(20)E02 (Rev P1), 4599-TF(20)E01 (Rev P1), 4599-TJ(20)E01 (Rev P1), 4599-TJ(20)E02 (Rev P1), D2117 L.400 (Rev P2), D2117 L.401 (Rev P2), D2117 L.402 (Rev P2), D2117 L.403 (Rev P2), Planning Statement October 2014 by Rolfe Judd, NEAT Developments Ltd and DTZ Investment Management, Design and Access Statement October 2014 by Rolfe Judd (excluding chapters 10 and appendices), NEAT Developments Ltd and DTZ Investment Management, Residential Travel Plan October 2014 by Waterman Infrastructure & Environment Limited, Transport Assessment October 2014 by Waterman Infrastructure & Environment Limited, Designer's Response to Road Safety Audit Stage 1, September 2014 by Waterman Infrastructure and Environment Limited, Daylight and Sunlight Report by GVA, NEAT Developments Ltd and DTZ Investment Management, Pedestrian Level Wind Microclimate Assessment Desk Study by RWDI Consulting Engineers and Scientists, Energy Statement by NEAT Developments Ltd, Dispersion Modelling for the Proposed Energy Centre October 2014 by Cambridge Environmental Research Consultants, Desk Study Report – Revision 3 October 2014 by Card Geotechnics Limited, NEATS Development Ltd and DTZ Investment Management, Sustainability Statement by NEAT Developments Ltd and Flatt Consulting, Air Quality Assessment by JMP Consultants Ltd, Environmental Noise Assessment October 2014 by Paragon Acoustic Consultants, Flood Risk Assessment by Walsh Associates, Pedestrian Audit October 2014 by Waterman Infrastructure and Environment Limited, Archaeological Desk Based Assessment August 2014 by CGMS Consulting DATED 30 October 2014 and 4599-T(20)P00 (Rev P2), 4599-T(20)P01 (Rev P2), 4599-T(20)P02 (Rev P2), 4599-T(20)P03 (Rev P2), 4599-T(20)P04 (Rev P2), 4599-T(20)P05 (Rev P2), 4599-T(20)P06 (Rev P2), 4599-T(20)P07 (Rev P2), 4599-T(20)P08 (Rev P2), 4599-T(20)P09 (Rev P2), 4599-T(20)P10 (Rev P2), 4599-T(20)P11 (Rev P2), 4599-T(20)P12 (Rev P2), 4599-T(20)P13 (Rev P2), 4599-T(20)P14 (Rev P2), 4599-T(20)E01 (Rev P2), 4599-T(20)E02 (Rev P2), 4599-T(20)E03 (Rev P2), 4599-T(20)E04 (Rev P2), 4599-T(20)E06 (Rev P2), 4599-T(20)E10 (Rev P2), D2117 L.100 (Rev P4), D2117 L.200 (Rev P4), D2117 L.300 (Rev P4), D2117L.600 (Rev P4) and Landscape Design and Access Statement by NEAT Developments Ltd and Fabrik (Rev P4) DATED 29 January 2015 and "Revised schedule of accommodation and plans" DATED 15 February 2015

- **Page 303, condition 7, replace wording with** *"The 936m² of B1 floor space hereby approved shall only be occupied for uses falling within B1 use and shall not be used for any other purpose"*.
- **Page 303, condition 8 – remove** *"and the 96m² of floor space falling within D2 use"*.
- **Page 306, condition 18 replace** 'B1 and D1' **with** 'B1, A3, D1 and D2'.
- **Page 307 - delete condition 20**
- **Page 308, condition 21 – split Part 2 of condition 21 into a separate condition**

- **Page 310, condition 25** – remove *‘generated from the ^IN’*.
- **Page 311 - delete condition 27**
- **Page 311, condition 28** – remove wording *‘(specify machinery)’*
- **Page 315, condition 38** – remove wording *‘central square and’*
- **Page 315** – delete condition 41
- **Page 316, condition 42** – insert *‘the car parking management plan shall include details of the parking layout and the parking spaces shall be used only as agreed and not be used for any other purpose other than the parking and turning of vehicles in connection with the approved development’*.
- **Page 316, condition 43** – replace wording of condition 43 with *“Prior to the first occupation of the development, a plan detailing the provision of 588 residential cycle parking spaces and 18 non-residential cycle parking spaces shall be submitted to and approved in writing by the local planning authority. The approved arrangement shall remain in place thereafter”*.
- **Page 317, delete condition 48 (duplication)**
- **Page 324** – amend wording from *“appendix 3”* to *“appendix 1”*
- **Page 329, paragraph 7**, replace from *“including 8”* to *“including 9”*
- **Page 330, paragraph 5**, insert *“C”* in front of *“D and E”*
- **Page 333, paragraph 1**, delete *“further”*.
- **Page 333** amend title from *“B1(a) office use”* to *“B1 use”*
- **Page 333** amend paragraph 1 from *“B1(a) office floor space”* to *“B1 floor space”*
- **Page 333, paragraph 2** – at the end of the paragraph insert *“that would sufficiently justify the proposed use on the site”*.
- **Page 333 paragraph 3** amend from *“is provided solely as office space”,* to *“remains solely as B1 floorspace”*.
- **Page 334 paragraph 1** remove *‘(a)’*
- **Page 334 paragraph 6**, remove *‘and D2’*.
- **Page 335, paragraph 1**, remove *‘and D2 respectively) and is designed to be accessible to all members of the community’*.
- **Page 335, paragraph 4**, insert *“C”* in front of *“D and E”*
- **Page 337, paragraph 3**, replace *“and a high standard of external amenity space provided ”* with *“(where possible) and providing a high standard of external amenity space”*.
- **Page 341, paragraph 1**, replace final sentence with *“In this instance whilst it is appreciated that north facing single aspect units in the development, given the site constraints and the scale of the proposed development, overall the dwellings proposed in the development would have an acceptable level of outlook”*.
- **Page 350, paragraph 2**, replace *‘and therefore’* with *“where the presence of such an arrangement between buildings is not uncommon, particularly given the scale of the development and the site constraints. However”*
- **Page 350, paragraph 3** – after *‘with such conditions’* insert *‘notwithstanding the exception of the arrangement of proposed buildings along Rookery Way (this is elaborated on in the outlook and visual impact section of this report),’*
- **Page 351 paragraph 2**, replace first sentence with *“The site currently features a car park and single storey building which, given the built up nature of the surrounding area, enables the existing residential neighbours to benefit from unusually high levels of day light and sun light and unobstructed outlook”*.
- **Page 352 paragraph 3** amend references from *“B1(a)”* to *“B1”*

- **Page 357, paragraph** replace “8 car” with “9 car”
- **Page 359, paragraph 2** after first sentence replace remaining sentence with “the council’s highways officer has stated that any car club spaces would need to be provided within the site and should not be located on the highway. A report from an car club operator has stated that a car club would work well at this location. In this instance it is considered that the provision of car club spaces that would be located within the site would be of benefit to future residents of the site and should be secured through a S106 agreement”.
- **Page 361 paragraph 4,** replace “£15,000” with “£25,000”
- **Page 366,** replace first sentence of paragraph with “recommendation 2, officer’s recommend that a subsequent re-appraisal of the viability of the development is carried out following the commencement of the development”.
- **Page 371, insert the following planning history:**
“H/03491/14 - Environmental impact assessment screening opinion – Environmental statement not required - 18/07/2014”
- **Page 374, insert the following:** “Appendix 4: Site Location Plan”



- **Insert the following condition:** “Prior to the commencement of the development, the details of the operation of the stacker car parking system to ensure independent accessibility of the parking spaces and a Maintenance Agreement for the safe operation of the stacker car park shall be submitted to and approval 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”.

Pages 411- 472

Reference: 14/07210/FUL

Address: Development Plot B6 (Grahame Park Estate Regeneration), Lanacre Avenue, Colindale, NW9

Amendments have been made to the parking layout to address the concerns of the Council's Highways Officers. The following changes to the report are therefore necessary. Deleted text is shown in bold and struck through and added text is shown underlined and in bold.

Amended Conditions (pages 414-426)

Conditions to be amended as follows:

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

2614-JW-001 Rev P02

2614-JW-002 Rev ~~P02~~ P03

2614-JW-003 Rev ~~P05~~ P06

2614-JW-100 Rev ~~P01~~ P02

2614-JW-101 Rev ~~P01~~ P02

2614-JW-102 Rev ~~P01~~ P02

2614-JW-103 Rev ~~P01~~ P02

2614-JW-104 Rev ~~P01~~ P02

2614-JW-105 Rev ~~P01~~ P02

2614-JW-106 Rev ~~P01~~ P02

2614-JW-200 Rev P01

2614-JW-201 Rev P01

2614-JW-202 Rev P01

2614-JW-203 Rev P01

2614-JW-300 Rev P01

11304/B6/1001 ~~P1~~ P3

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 application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

- 25 Before the development hereby permitted is occupied, ~~a revised parking layout drawing showing the parking allocation shall be submitted to and approved in writing by the Local Planning Authority. Thereafter,~~ the parking spaces hereby approved shall be laid out, be used only as agreed and shall not be used for any purpose other than the parking and turning 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 CS9 and DM17 of the Barnet Local Plan.

Description of Proposed Development (page 434)

The proposal would form a perimeter block, with communal amenity space for the flats and private gardens for the houses located in the middle. Each flat would also have a private balcony or terrace. Refuse storage would be provided in the form of integrated stores for the apartment blocks and bin stores for the houses. ~~73~~ 68 car parking spaces are proposed, along with 101 cycle storage spaces.

Proposed Parking Provision (pages 450-452)

A total of ~~67~~68 parking spaces are proposed for the residential use which includes ~~8~~9 disabled parking spaces. 59 spaces are allocated to the Block B6 development and 8 spaces are allocated for sub phase 1 of Phase 1B.

The parking provision for Block B6 is broken down as follows; 47 designated residential spaces on the northern, eastern and southern boundaries of the Block and a further 12 spaces provided for Block B6 outside Camm Block. The 10 spaces shown on Lanacre Avenue are allocated for public use and these do not form part of this application. The applicant ~~could~~ is also relying on the temporary car park to the north of the block to provide an additional 9 spaces for future occupiers of B6.

The car parking is arranged on-street, in 90-degree front-in formations, located along the back edge of footway of the roads surrounding the site.

The proposed layout maximises the parking provision for B6 development ~~but~~ and the vehicle crossover layout ~~may not~~ should meet adoptable highway standards for future adoption of the roads serving the development.

~~In order to meet parking provision for the site, continuous crossovers are proposed along the frontage of the site (except Lanacre Avenue) which may not meet road adoption standards. In addition, some parking bays appear to be within visibility splay lines which would affect future adoption of the highway.~~

p.451

Furthermore, as part of the previous application that was approved for Phase 1B, it was agreed that as part of the overall development of Phase 1B, a parking ratio of 0.74 per unit would be provided. This is an overall ratio for the whole of Phase 1B and there is flexibility for some blocks to have a higher or lower ratio depending on the constraints of the site. Based on the overall ratio agreed previously, the proposed provision of 59 parking spaces for the residential use therefore falls short by 9 parking spaces. ~~Furthermore, if the roads are offered for adoption, further bays would need to be removed to meet adoptable standards. Although the applicant has not yet designed the layout to meet road adoption standards, it is estimated that a further short fall of 1-3 spaces could be expected, so in total around 10-12 additional spaces could be required. These~~ This short falls in spaces would be likely to result in an overspill of parking on roads in the vicinity of development.

As part of our on-going discussions with the applicant, officers have advised the applicant to review this potential short fall and whether these could be re-provided elsewhere. The applicant has decided to utilise ~~the~~ 9 car parking spaces in the temporary car park approved as part of the previous application under planning reference H/00890/11 to cater for any overspill of parking from Phase 1B and this is considered to be acceptable. The provision of these 9 additional spaces will be addressed through the Car Parking Management Plan, which will be secured by condition. The proposed car parking provision would therefore be acceptable.