

<u>MEETING</u> PLANNING COMMITTEE
<u>DATE AND TIME</u> WEDNESDAY 29TH JULY, 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
12.	REPORT OF THE ASSISTANT DIRECTOR OF DEVELOPMENT MANAGEMENT AND BUILDING CONTROL	1 - 10

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PLANNING COMMITTEE MEETING

Wednesday 29th July 2015, 7.00PM

AGENDA ITEM 12

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

Pages: 5 - 267

Reference: H/04753/14

Address: Former peel Centre, Peel Drive, Colindale NW9

Additional submissions from members of the public

1 further objection was received following the publishing of the committee report, raising the following issues:

- The Peel Link is unnecessary and there is an existing and perfectly good access that could be upgraded [*Officer comment: The proposed Peel Link provides a direct and convenient link that is suitable for pedestrians of all capabilities including people with a disability as well as cyclists. In contrast, the existing public right of way between Aerodrome Road and Colindeep Lane is indirect, running along the eastern property boundary and not readily DDA compliant or cycle-friendly owing to amongst other things the staircased pedestrian bridge over LU Northern Line track and the limited available land to facilitate its upgrading. Furthermore in regards to perceptions of safety and crime risk, whilst there is no evidence of any antisocial behaviour along the link, a lack of surveillance, dislocated relationship to surrounding properties and indirectness of the route may deter its active use. Whilst it will remain unaffected by the proposal and available for the public to use, the Peel Link is necessary for improved southward connectivity and addresses the shortcomings of the existing public right of way*]
- The council takes little interest in objections and approves major schemes to justify their own agenda and seeks to safeguard developers from issues raised by the local community [*Officer Comment: Section 1.3 of the committee report demonstrates the extensive pre-application community engagement by the applicant before submitting the application and section 1.4 of the report demonstrates the extensive consideration by officers of the issues raised by members of the public. Section 1.1 and Appendix 6 demonstrate that the assessment is based on material planning considerations including publicly adopted national, regional and local planning policy and guidance and that statutory planning procedure has been following in accordance with the 'Procedure for determining the Planning Application' section of the committee report*]
- The council is reminded that if it permits the proposal that, when these complexes [unspecified] are found to be inappropriate for the locality, then all the associated decisions will be held fully accountable [*Officer comment: The planning process is publicly accountable from the outset, it being noted that all planning procedure, policy and guidance, not to mention the application supporting documentation, committee report as well as the future committee minutes, decision notice and s106 planning agreement are all available to the general public*]

Report changes and clarifications

The following changes to the committee report are noted although they are considered minor and do not change the assessment, conclusion and recommendations:

- Page 13, Recommendation 2, bullet point 'd': Clarification for the avoidance of any doubt, the affordable housing review clause seeks to make up the difference between what the scheme is currently providing (20%) compared with the borough wide target of 40% therefore, the council is only seeking to make up the difference of 20% through the review mechanism.
- Page 17, third paragraph from the bottom: Amend sentence to provide greater clarity for avoidance of doubt as follows: *"It should be noted that the application site does not fall **within any of the three descriptions listed** under Paragraph 7(a) of the Order."*
- Page 27, second last bullet point: Add the following officer comment: *"The 3 existing towers are up to 22 storeys in height whilst the proposed parameter plan sets a maximum height for the tallest element in Blocks B which is equivalent to 21 storeys"*
- Page 28, fourth bullet point: Add the following officer comment: *"The supporting BRE assessment confirms that there is negligible impact to levels of light and shadowing to neighbouring properties as discussed in detail in the amenity section on pages 108 – 109 of the committee report"*
- First paragraphs in committee report sections 3.4 (page 91), 3.5 (page 104), 3.6 (page 112), 3.7 page 136) and 3.9 (page 140) respectively: Policy references relate to the 2015 version of the London Plan and not the superseded 2011 version.
- Page 33, ninth bullet point: Add the following officer comment: *"Due planning process has been followed as demonstrated for example in the consideration of the 'Procedure for Determining the Planning Application' (pages 16 – 18) as well as consideration of relevant planning policies and guidance (pages 20 – 21), public consultation (pages 24 – 40) and internal and external consultees (pages 40 – 61)."*
- Page 35, third bullet point: Add officer comment: *"The application is supported by a transport assess (TA), which has been considered by TfL and the council's Highways officer, which addresses the potential impact upon the available public transport. Detailed consideration is provided in section 3.6 of the report, it being noted that planning contributions are secured for improvements to Colindale tube station and to local bus services."*
- Page 39, fifth bullet point: Amend last sentence to read: *"There are **no** protected views from these locations."*
- Page 41, last bullet point: Clarification that a contribution of £11.25m has been secured for improvements to Colindale tube station.
- Page 98, second paragraph under 'Colindale Avenue edge': Update second sentence to read: *"Both **future** blocks **A and B** are set back by **9m** from the current back edge of the pavement..."*

Changes and clarification to the report from Council's Transport officer

The following changes are noted to the committee report although they are considered minor and do not change the assessment, conclusion and recommendations:

- The report references parking ratios of 0.7 and 0.71. For avoidance of any doubt, a total of 2,053 car parking spaces equates to ratio of 0.7079.
- Page 28 Transport: Insufficient and unmanaged car parking - 'Cheery Close' is 'Cherry Close'
- Page 29 Officer Response to Insufficient and unmanaged car parking -

“Based on existing provision of controlled parking zones in the area and the proposed Peel Link, it is envisaged that any additional parking demand not catered for within the development is likely to be displaced to the south of the site.”

Is amended to read as follows:

“Parking provision within the site is based on demand led forecasting and provision is therefore sufficient for predicted demand.”

- Page 29 Traffic safety impacts - ‘Cheery Close’ is ‘Cherry Close’
- Page 31 Officer response to querying what cycle friendly measure are proposed – Amended to read as follows:
*“The developer is providing half metre margins on Primary Routes within the development, where the lane width is greater than 3m, **which increase safety for cyclists.**”*
- Page 35 Officers response to increased propensity to car use and resulting transport congestion – Amended to read as follows:
*‘In recognising the outer London location, car parking is provided **based on demand led forecasting and provision is therefore sufficient for predicted demand.**’*
- Page 41 Officer response on London Underground – Amended to read as follows:
*“Agreement has been reached with all parties regarding the **£11.5m** contribution towards public transport improvements...”*
- Page 42 “The Transport Statement Addendum (TSA) states:”
Is amended is amended to read as follows:
*“The Transport **Assessment** Addendum (TAA) states:”*
- Page 91 “Vehicular access into the site is only possible from two main junctions on Aerodrome Road. This road then forms a vehicular loop through the site serving the development blocks.”
Is amended to read as follows:
*“Vehicular access into the site is possible from **four** junctions on Aerodrome Road. The **two main junctions** then form a vehicular loop through the site serving the development blocks.”*
- Page 101 “Vehicular access into the site is via two points on Aerodrome Road. These provide the primary route through the site”
Is amended to read as follows:
*“Vehicular access into the site is via **four** points on Aerodrome Road. **The two main junctions link** the primary route through the site’*
- Page 112 “London Plan 2011” is amended to read ‘London Plan **2015**’
- Page 112 “...Transport Statement Addendum (TSA) dated May 2015”
Is amended to read as follows:
*“...Transport **Assessment** Addendum (TAA) dated May 2015”*
- Page 113: Sentence amended to read as follows: “...a consolidated Metropolitan Police Service training facility on the site to be retained in situ **on the land identified in Figure 1.**”
- Page 114: Sentence amended to read as follows: “Colindale Underground Station can be reached from within a **maximum** 10 minute walk across the site.”
- Page 115: Additional sentence as follows: “A review of recorded personal injury accidents in the surrounding area for the three year period ending October 2013 has been undertaken. In total 149 accidents were recorded of which 29 involved pedestrians. **A further review of accidents to March 2015 has also been undertaken.**”
- Page 121: Sentence amended to read as follows: “Refuse/recycling vehicles will require regular access upon occupation of the dwellings and for other users that currently occupy this site and are planned to in the future. The details of the

vehicular swept paths will be addressed as part of the detailed design at Reserved Matters **for stages 2 and 3. For stage 1 the details are controlled through the Refuse and Recycling condition.**

- Page 130: Amend sentence to read as follows “Based on existing provision of CPZs in the area and the proposed Peel Link (~~discussed in section 9 below~~), it is envisaged that any parking overspill is likely to be displaced to the south of the development.”
- P163 Condition 16: Amend Car Parking Provision as follows:
“i) Development Stage 1 – 0.72 (642 spaces)
ii) Development Stage 2 – 0.68 (794 spaces)
iii) Development Stage 3 – 0.72 (617 spaces)”
- P166 Condition 23. Refuse and Recycling: Add the following:
“iv) Details of the development access points to allow refuse vehicles to safely access and egress the site.”
- Page 221: Update the reference as follows: “Western Site Access and Street Improvements – 3m wide Footpath Colindale Avenue (May 2015) Ref: 70001368-GA-23 Rev A”

Conditions - Appendix 3

- Condition 3 amended as follows:
“Applications for the approval of the reserved matters (being scale, layout, **access**, appearance, landscaping and siting) for Stages 2, 3 and the school plot shall be made to the Local Planning Authority before the expiration of seven years from the date of this permission.”
- Various references in conditions reasons to the London Plan are to the updated 2015 version and not the 2011 version
- Reasons for conditions added as follows:
 - Condition 14: **“To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.”**
 - Condition 19: **“To ensure that the free flow of traffic and highway and pedestrian safety is not prejudiced 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; and to ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2015); and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.”**
 - Condition 21: **“To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2015); and** to ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian 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.”
 - Condition 26: **“To ensure that the development is sustainable and complies with the requirements of London Plan 2015 policies 5.2 and 5.6.”**

- Condition 28: **“To ensure that the development is sustainable and complies with the requirements of London Plan 2015 policies 5.13, 5.14 and 5.15.”**
- Condition 29: **“To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2015); and in the interests of protecting and enhancing biodiversity in accordance with policies CS7 and DM16.”**
- Condition 31: **“To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, the Colindale Area Action Plan (2010) and policies 5.2 and 5.3 of the London Plan 2015.”**
- Condition 36: **“To ensure that the development is sustainable and complies with the requirements of London Plan 2015 policy 5.3, and to ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.”**
- Condition 38: **“To ensure there is adequate plays space available for all users in accordance with London Plan 2015 policy 3.6 and Barnet Development Management policy DM02.”**
- Condition 40: **“To ensure that occupation of the premises does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.”**
- Condition 59: **“To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, the Colindale Area Action Plan (2010) and policies 5.2 and 5.3 of the London Plan 2015.”**
- Condition 60: **“To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.”**
- Condition 63: **“In the interests of promoting cycling as a mode of transport 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.”**
- Condition 64: **“In support of smaller business and an enhanced neighbourhood centre in accordance with London Plan 2015 policies 2.7, 4.8 and 4.9”**

- Amend condition 22 as follows:

“22. Materials

Prior to the construction of any building, the following details for that building shall be submitted to and approved in writing by the Local Planning Authority (unless otherwise approved and agreed):

- i. *Full details (including samples, where appropriate) of the materials and finishes to be used on all external surfaces*
- ii. *Door, entrances, **and** windows (including glazing specifications) **and balconies (including drawings and section showing thresholds to adjacent internal spaces and drawings and sections of privacy screens)***
- iii. *Details of mitigation measures (in accordance with the ES) to show how it will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration*
- iv. *Details of the design and access controls for the car park gate(s)*

- v. *Building lighting*
- vi. *Podium details (including hard and soft landscaping, planting species, furniture and play provision)*
- vii. *Details of biodiverse roofs*
- viii. *Ventilation and extraction details*
- ix. *Details of any building security measures including cctv*

*Thereafter the feature hereby approved **gates** shall be installed prior to occupation of the relevant phase and thereafter maintained in secure and good working order for the lifetime of the development.*

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 CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.”

- Amend condition 61 as follows:

“61. Reserved Matters Applications – Information requirements

Notwithstanding any additional requirements identified by the LPA, any other authority and the National List and Local List, Reserved Matters Applications shall be accompanied by the documents listed below unless the LPA considers and confirms in writing that the submission of any of such documents is not necessary.

Land uses

- i. *A statement setting out the proposed land uses and mix of uses including Class C3 dwelling sizes and tenures*
- ii. *An explanatory statement demonstrating how the quantum of land uses proposed for the Development Phase are consistent with the parameters set out in the Primary Control Documents*

Layout

- iii. *Siting, design and external appearance of new building[s] and structures including elevations, sections*
- iv. *Detailed internal layouts including floorplans, sections and supporting details demonstrating compliance with relevant standards and guidance including standards for wheelchair accessible and adaptable units*
- v. *Private and communal amenity space*
- vi. *Means of access to new buildings*
- vii. *Details of the incorporation of accessible showers and toilets for the ground floor non-residential units*
- viii. *Ventilation details*
- ix. *A phasing and reconciliation statement demonstrating how development of the phase is in accordance with the ES, Phasing and Delivery Strategy and how it relates to existing and future Development Phases*
- x. *A reconciliation plan showing how the proposed detailed layout of roads, pedestrian and cycle routes and detailed layout of open spaces and public realm within that Development Phase are consistent with the Primary Control Documents*
- xi. *Details of any temporary layout associated with boundary treatments and land and building conditions between Development Phases*
- xii. A BRE assessment of daylight and sunlight for residential properties and an overshadowing assessment of private and communal amenity spaces, with the exception of private balconies**

xiii. Details of compliance with Lifetime Homes Standards and details of the provision of 10% wheelchair housing

Scale

- xiv. *Finished heights above original and finished ground levels of new buildings and structures*
- xv. *Internal finished floor levels of new buildings and structures*
- xvi. *A written statement and plans which explain how the details respond to and conform with the Primary Control Documents in terms of scale*

Materials

- xvii. *A materials strategy for that Development Phase*
- xviii. *Full details (including samples, where appropriate) of the materials to be used on all external surfaces*
- xix. *Door, entrances and windows (including glazing specifications)*
- xx. *Basement ramps (details of the layout, gradient and design of any access ramp to the basement car parking areas and vertical clearances along the ramps and within the parking areas)*
- xxi. *Building lighting*
- xxii. *Podium details (including hard and soft landscaping, planting species, furniture and play provision)*
- xxiii. *Ventilation and extraction details*
- xxiv. *A statement shall be submitted to and approved by the LPA, which demonstrates compliance with the Primary Control Documents in relation to the selection of new construction materials*

Landscaping

- xxv. *Roads, vehicle and cycle parking, cycle and pedestrian routes*
- xxvi. *Open spaces, sports facilities and play space details, including hard and soft landscaping, surface treatments, street furniture, signage, lighting and play provision*
- xxvii. *Boundary treatments and means of enclosure*
- xxviii. *Existing and finished ground levels of outdoor areas*
- xxv. *A written statement and plans which explain how the details respond to and conform with the Primary Control Documents in terms of layout and access*

Other

xxix. A scheme of environmental mitigation measures to be incorporated into the scheme at construction stage and operational stage in accordance with the ES Mitigation Register hereby approved

Reason: For the avoidance of doubt and to ensure the development accords with the outline permission.

- Add new additional condition 60 (and re-number all subsequent conditions accordingly):
“60. Microclimate wind mitigation measures – Test points 43 (Block H) and 110 (Blocks R & S)

Prior to construction of Blocks H and R/S, the proposed mitigation measures to achieved suitable wind conditions at testing points 43 and 110 respectively shall be submitted to and approved in writing by the council.

Development shall be carried out in accordance with the approved details unless otherwise agreed in writing.

Reason: In the interest of a the amenity of future occupiers and users in accordance with London Plan 2015 policies 7.7, and Barnet Development Management policy DM01 and DM05.”

Pages 317-326

Reference: 15/03550/FUL

Address: London Academy, Spur Road, Edgware, HA8 8DE

The following additions are made to the report:

Page 323 – Fifth Paragraph

To summarise, the principle of temporary school accommodation is acceptable.

Page 325 – Third Paragraph

‘In terms of likely negative impacts, these are likely to be minimal given the nature of the scheme and are unlikely to disproportionately affect any one group with a protected characteristic. It is considered that any impacts are adequately mitigated by the proposals.’

Comments from Highway Officer

‘The proposal is for temporary provision of 2 classrooms to accommodate up to 60 reception children and associated staff accommodation. Although no parking is proposed for the temporary use, it is unlikely to have any significant impact on public highway as the demand for parking for the temporary use can be accommodated within the existing parking provision on site.

Therefore the proposal for the temporary provision is acceptable on highway grounds.’

Pages: 327-338

Reference: 15/01129/S73

Address: Old Stationers Recreation Ground, Barnet Lane, Barnet, EN5 2UA

The applicant’s Ecologist has written the following, confirming that the new lighting scheme shows less light spillage than the approved scheme – and therefore that the impact on bats would be reduced.

The new lighting scheme appears to show less light spill than the old scheme. Therefore any impact on bats would be anticipated to be reduced. Furthermore as stated in our 2013 report, the field is likely to be well illuminated by street lamps, and therefore lighting level by the trees is not likely to change. As the trees are likely to be the only areas near to the site which will be used by bats, the new scheme is likely to have the same impact, or less, than the old scheme. Our other recommendations within our 2013 report, for avoidance of light disturbance on bats and other nocturnal animals, remain the same.

One additional letter of comment has been received, making the following comments:

- Trees at the site have been damaged.

- All trees, shrubs and hedges should be retained and protected to safeguard biodiversity.
- The hedge on the southern boundary has been incorporated into the development. [Officer Note: This is in accordance with the original grant of planning permission]
- Site clearance should only take place between October and February, outside of the bird nesting season [Officer Note: Condition 15 is intended to secure this]
- No provision has been made for Hedgehogs along the perimeter fence [Officer Note: A review of the perimeter fencing has identified numerous gaps between the bottom of the fence and the ground level which are of a sufficient size to enable hedgehogs and small mammals to pass through].

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