

MEETING**FINCHLEY AND GOLDERS GREEN AREA PLANNING COMMITTEE****DATE AND TIME****WEDNESDAY 19TH JULY, 2017****AT 7.00 PM****VENUE****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.

Item No	Title of Report	Pages
6.	ADDENDUM	3 - 10

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Finchley and Golders Green Area Planning Committee 19th July
Addendum to Officers Report

AGENDA ITEM 6

Page: 91-98
504 Finchley Road
Ref: 17/2226/FUL

The applicant has confirmed that the rear garden including the outbuilding is for the use of the occupants of the first floor only.

Since the publication of the committee report, 1 further letter of representation has been received. The issues raised are:

- Proposed current reduction in size to the structure to the rear of the garden is minimal and does not address any of the objections;
- The building remains far too large to be positioned within this already subdivided garden and, together with its potential intensity of use due to its over size and scale, threatens the residential amenity and right to the peaceful enjoyment of the private gardens of the adjacent homes;
- Now only proposed for first floor occupants only;
- No information provided as to how the gym would be run or managed.

Page: 69-90
1a Pattison Road
Ref: 17/0884/FUL

Since the previous Committee meeting the case officer has visited the neighbouring property at 2 The Lightworks, 404 Finchley Road to view the application site from their property. Photos and computer generate images of the view from their balcony have been included in the PowerPoint. It is considered that the images show that the proposed development sits within the footprint of the existing building at a reduced maximum height and reduction in the massing on that end elevations, as such it is considered that the outlook for these occupants will be improved. The existing corrugated roof with skylights will be replaced with a modern quality finished patent glazing system. On the end elevation there are no windows proposed, removing the potential for overlooking. On the rear elevation the glazing system can be seen which sits over the top of the stair well with the bottom rung of glazing proposed to be obscured, thereby again preventing any overlooking from this non-habitable space.

These neighbours are keen that the hours of working condition is varied so that works on site begin an hour later at 9am.

Page: 201-214
Windsor Open Space (Rear of 49 Broughton Avenue)
Ref: TPP/0360/17

The report should refer to Members of the Area Planning Committee (rather than Planning Sub-Committee).

The last paragraph on page 8 of the report should say: “.....thus the LPA has not been able to make a formal prior determination as to whether the.....”

After the expiry of the consultation period and publication of the Committee Report, additional further objections were received by an objector who had already submitted several previous comments. The additional grounds of objection may be summarised as:

- Questioning whether the officer had confused his trees
- Suggesting pruning would cause even more stress to the tree because installation of the structure had resulted in compaction and a 'rain shadow' affecting root growth
- Suggesting remedial work could be carried out to improve growing conditions or pruning be assessed following a root / crown survey to determine the current health of the tree
- "If the tree crown and most of its branches are severely reduced then this would again be too excessive"

In response, the following may be noted:

- There is a typographical error in a Greenspaces e-mail making inadvertent reference to 59 not 49
- The tree has evidence of deadwood, old wounds, previous breakage and storm damage which pre-date and are unrelated to any construction works at 49 Broughton Avenue
- The proposed pruning would go some way to re-balancing the tree by reducing back an over-extended low limb that is now more exposed following storm damage
- The application is not to severely reduce the tree crown and most of its branches, it is to reduce one specified low scaffold limb and to prune back to allow 4m clearance - it is estimated that this would represent approx. 20% of the crown area and would have no effect the height of the tree.

Page: 117-152
Bute Mews, NW11 6EQ
Ref: 16/8188/FUL

1.

Upon amendments the gates which give access to the public park to the rear have been removed from plans. Consequently, Condition 1 has been amended to include the revised drawings.

2.

Under Section 4. Public Consultation add:

'Heritage Officer: Concerns that retained garages would remain dilapidated. Legal obligation should be entered into to ensure that any redevelopment of the western end of the mews replicated any development that is accepted in this application. Development would represent a significant increase in ridge height and internal head heights should be reduced to mitigate this and ensure views of park and outlook retained. Architectural detailing should be more detailed and assessed under a condition. Access to park from dwellings unacceptable. Resurfacing should be secured by legal agreement. Gates to park should be removed'.

Upon the Heritage Officers advice a condition has been recommended securing architectural details. The condition should read:

'a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas, including that of the service road, hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) Before work commences (other than for Groundworks and Site Preparation Works) details of the following 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.

- details of dormer windows
- details of chimney stacks
- details of eaves and fascia boards
- details of doors including garage doors
- details of brick retaining walls
- details of rooflights
- details of roof ventilation
- details of windows and surrounds
- details of rainwater goods
- details of signage and lighting
- details of boiler flues and other extract/intake terminals
- details of brick pointing

c) The development shall thereafter be implemented in accordance with the materials and building details as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider conservation area and to ensure that the building is constructed in accordance with policies DM01 and DM06 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 2016'

3.

Under Section 4. Public Consultation add:

'Greenspaces Team (Public parks team): Raise objection to the proposed access gates into the park and also recommend a S106 contribution towards Play Space'.

4.

Under Section 5.3 Assessment of Proposals in the committee report add:

'Ecology:

The applicant has submitted an Ecology Appraisal Report and Bat survey. A qualified ecologist on behalf of the Council has assessed this information and concluded the proposals are not predicted to result in any permanent negative impacts upon designated sites for nature conservation, despite the presence of the adjacent SINC. The proposals stand to benefit the nature conservation value of this designation through the provision of more diverse planting and habitat features.

Subject to conditions, the application is deemed acceptable on ecology matters.'

The following condition should be added as a result:

'The demolition works should be carried out in accordance with the recommendations contained in Section 4.4 of the Bat Survey Report approved under Condition 1, or overseen or advised by a suitably experienced ecologist in the form of a tool box talk.

Reason: To safeguard the adjacent Site of Importance for Nature Conservation and retain and enhance biodiversity, in accordance with Policy DM16 of Barnet's Development Management Policies Document DPD (2012) and London Plan Policy 7.19.'

5.

Condition 1 should be amended and add the following documents for approval:

- Greengage Preliminary Ecological Appraisal Report for Bute Mew (January 2017)
- Additional Bat survey conducted by Crossman Associates from June 2017 (ref A1121.001)

It should also include revised drawings:

- Drawing No. 11163/ 03 Revision K
- Drawing No. 11163/ 04 Revision K
- Drawing No. 11163/ 05 Revision K

6.

In regards to sustainability the following condition should be added to the recommendation for approval:

'Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future). The development shall be maintained as such in perpetuity thereafter.'

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.'

7.

In regards to highways, the following condition should be added to the recommendation for approval:

'Before the development hereby permitted is first occupied turning space, parking spaces and loading areas shall be provided and marked out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and that area shall not thereafter be used for any purpose other than the parking and turning of vehicles.'

Reason: To ensure that parking and associated works are provided in accordance with the Council's standards in the interests of pedestrian and highway safety and the free flow of traffic in accordance with Policy CS9 of the Local Plan Core Strategy (adopted September 2012), Policy DM17 of the Local Plan Development Management Policies DPD (adopted September 2012) and 6.1, 6.2 and 6.3 of the London Plan 2015.'

8.

Head of terms on the decision notice should now read:

- ‘1. Obligation to resurface and maintain the hardsurfaced area within the site
2. Contribution towards Play space improvements in the locality - £2,430
3. Contribution towards Open space maintenance in the locality - £9,100
4. Monitoring of the Agreement - £576.50’

Page: 171-186

18 St Johns Road, London, NW11 0PG

Ref: 17/2629/FUL

1.

In the section titled ‘the principle of flats in this location’ it incorrectly states that No. 16 St Johns Road contains 2 no. flats. This building in fact contains 3 no. flats.

2.

For the section titled ‘Parking and Highways’ it is considered that additional detail on the results of the applicant’s parking survey should be provided in the report. The paragraph cornering the results of the survey should now read as follows:

“In order to demonstrate that the proposal would have an acceptable impact on parking in the local area the applicant submitted a parking survey. The applicant originally submitted a parking survey from 2015 that was considered as out of date and as such the recommendation was for a restriction on permits. The applicant undertook a new parking survey dated June 2017 which indicates the availability of spaces on St Johns Road. The survey was carried out in accordance with the Lambeth Methodology which is considered as the best practice for parking beat surveys. The survey indicated that the overnight parking stress was 78% for St Johns Road, with 11 no. free parking spaces. The average parking stress for the survey area was 66% which demonstrate that the public highway can accommodate any potential overspill parking from the proposed development. Therefore this development with a shortfall in parking provision is acceptable on highway grounds with no restriction on residents parking permits.”

Page: 49-68

129 The Vale, London, NW11 8TL

Ref: 17/2340/FUL

1.

In the section titled 'the principle of flats in this location' a list of the existing properties that are in use as flats on the Vale is provided. According to Council Tax records there are in fact other flatted developments on the Vale that were not included on the list. The following properties on the Vale should be added to the list of existing flats:

Zero the Vale, NW11 8SG = 2 flats
8 the Vale NW11 8SG = 3 flats
11 the Vale NW11 8SE = 2 flats
18 the Vale NW11 8SG = 2 flats
36 the Vale NW11 8SG = 4 flat
55 the Vale NW11 8SE = 3 flats
61A the Vale NW11 8SE = 3 flats

Page: 187-200

24 Montpelier Rise

Ref: 17/2021/FUL

Condition 5 should read:

5. a) Notwithstanding the details submitted, before development hereby permitted is first occupied, 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.

- b) The development shall be implemented in full accordance with the details as approved under this condition prior to the first occupation and retained as such thereafter.

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 (2012).

Condition 8 should read:

8. The proposed parking spaces and the access to the access to the parking area from the public highway shall be constructed in accordance with the approved drawings reference 242A and 245B. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than parking and turning of vehicles in connection with 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 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.

Page: 99-116

North western Reform Synagogue, London, NW11

Ref: 17/0369/FUL

- Remove condition 12 relating to number of occupiers of the building

- Amend condition 7:

a) No development or site works shall take place on site until a revised '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; 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. The Statement shall include the restriction for hours of work at the site to be from 8 a.m. to 5 p.m. Mondays to Fridays and from 8 a.m. to 1 p.m. on Saturdays only.

This shall include additional details of:

- The construction routing plan;
- Confirmation of the provision of a competent banks man to ensure safety of the pedestrians accessing the site;
- The applicant to apply for any highway licences required i.e. for erection of hoarding etc.;
- Prior to commencement of any works including demolition application shall be made to the Highway Authority for habitual crossover access to the premises is temporarily strengthened to allow any construction vehicles to access the site and to ensure that the services underneath the access are protected due to construction traffic.

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

Reason: 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 October 2016) and Policy 5.21 of the London Plan (2016).

Reason: In the interests of highway safety, neighbour amenity 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 (2015).

Page: 23-32
78 Crewys Road, NW2 2AD
Ref: 17/2300/FUL

Add additional condition:

The second floor of the property shall at no time be occupied as a self-contained flat. Kitchen facilities shall at no time be installed within Room G shown on plan /PL-002 B. The kitchen at second floor level shall be communal.

Reason: To safeguard the amenities of neighbouring occupiers.

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