

<u>MEETING</u> PLANNING COMMITTEE
<u>DATE AND TIME</u> WEDNESDAY 28TH MARCH, 2018 AT 6.30 PM
<u>VENUE</u> HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	ADDENDUM (IF APPLICABLE)	3 - 24

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17/7820/FUL

Wessex Court, 51 West End Lane Barnet EN5 2RA

Pages 9-34

Dr Nicky Greaves a local resident has requested that the following be read to the planning committee on his behalf.

"Please note that the email inviting those wishing to speak at the planning committee was sent on Friday 23rd March at lunchtime, providing us with exactly three and a half working days' notice. This is completely unacceptable and unfair and is another example of the tactics used by the developer, seemingly aided by Barnet Planning Committee, to force through this incongruous development despite the huge opposition to it from local residents. From over seventy comments initially the developer and the committee seem to have successfully worn residents down using this process which I am finding unreasonable and exploitative and not what I expected British Values to be about. Further to this the reasons have not been given so far for why the development, initially agreed by the planning committee as being out of keeping with the surrounding properties, has now been accepted, and it has now begun to be about parking spaces. I am not seeing any written documentation providing a clear process here regarding how this has occurred - this situation was also commented on by The Barnet Society. Regarding the parking spaces, as residents have already informed the planning committee, the spaces that Mr Bishop claims will be additional are already being parked in."

Response to the submission

At a recent Chipping Barnet Area Committee, it was resolved that this item should be determined at the first available Planning Committee. The agenda was formalised on Wednesday 21 March and notification letters for speakers were despatched as soon as possible. This was at least 5 calendar days prior to the meeting. This is not considered to be untoward.

Officers have made a recommendation to approve the application. The decision making executive have not made a decision and thus far this body has yet to assert its direction.

The planning appeal which reported in November 2017 determined that the only outstanding matter of harm arising out of the application was the quantity of open space. The Planning Inspector determined in their appeal decision report, that the proposed development would not be out of keeping with the character and appearance of the area. Parking was not an issue of conflict in the previous planning application and within the context of this application, the parking has been demonstrated to be sufficient for future occupiers and existing occupiers and highways officers have not expressed any objections to this in principle.

An additional comment of objection has also been received as follows:

I have just seen these new documents dated March 6th, re. 'parking' at Wessex Court.

"Firstly, there are 11 cars owned by residents, soon to be 12, and only 2 of the garages are rented by residents. One keeps their car in garage all the time, the other resident doesn't, their choice. From the plans for the parking, it looks as though the garages are included, which is quite ridiculous. Also, which in my opinion was laughable, was the 'photo taken by his 'agent' of one car in a garage, representing the 'parking'. If someone didn't know better, they would think that every car in W.Court had a garage. As you now know, this is just simply not true.

There are 5 spaces, and now, since that board at the front of the flats was erected a few years ago, which states Residents Parking, Private, people have finally taken notice, and only W. Court residents park there. During the day if there is a space, I have seen in the past utility/building vans, which are there to do work in resident's flats. Which is fine. But at night it is only residents that park there. Apart from those 5 spaces, there are 3 along the access road towards G. Place. Those spaces are used by G.Place and W. Court residents. I am aware that 2 new spaces are to be created.

There still will not be enough spaces for the cars already in situ, let alone if permission is granted for 8 new flats, and the cars that will be part of that. As I have said before, it is just all "smoke and mirrors."

In response:

The Council's highways officers have no objection to the proposed development and consider that there is an acceptable level of car parking. The applicants have demonstrated that there is sufficient parking to accommodate the needs of Wessex Court, Gladstone Place and Bells Hill flats as well as the future occupiers. The applicants have provided a photograph showing a garage with a car within to demonstrate that the garages on the site are of sufficient size to accommodate vehicles, thereby reducing the parking pressures on the site.

17/7610/S73

Victoria Park

Pages 35-44

Amend Condition 2

The use hereby permitted shall be for a limited period of one year commencing on 15th April 2018 and ending on 15th April 2019. The land shall be re-instated to its former condition after this date.

Reason: To enable the Local Planning Authority to monitor the impact of the development on neighbouring residential amenity.

Amend Condition 3

Before the permitted development is **commences** a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved Delivery Service Plan.

Reason: In the interest 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.

Amend Condition 6

Before the use hereby permitted commences a Market Management Plan shall be submitted to and agreed by the Local Planning Authority. The Plan shall include, but not be limited to, details of:

- Set up and take down operations;
- Noise management;
- Refuse collection;
- Servicing and deliveries (including frequency and swept paths for vehicles entering the site);
- A community liaison point of contact.

The market use shall be operated in accordance with the approved Market Management Plan.

Reason: In the interest 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.

Additional consultation responses and information and amended drawings have been received since the report published in the Agenda for this meeting. This results in changes to the recommendations and to conditions:

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. (i) To approve following completion of a Section 106 legal agreement and the conditions listed below; and
(ii) the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).
4. The applicant and any other person having a requisite interest in the site be invited to enter into a section 106 Agreement to secure the following:
 1. The Council's legal and professional costs of preparing the Agreement and any other enabling agreements.
 2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.
 3. Provision of a minimum 50% of the development as affordable rental housing, to be provided in perpetuity, the 50% to be calculated in accordance with Policy DM10 (on the basis of habitable rooms).
 4. Other than for registered disabled drivers, a restriction shall be placed on residents of the approved from eligibility to obtaining resident and visitor parking permits for

the East Finchley Controlled Parking Zone, with a contribution of £2,000 towards the amendment of Traffic Order to exempt the occupiers of the new residential development from purchasing the CPZ permits.

5. Provision of the Council's costs for reconfiguration and realignment of Prospect Ring.
6. Provision of Travel Plan including monitoring contributions of £5000 and £7500 towards Travel Plan Incentives in accordance with the Planning Obligations SPD.
7. Provision of a long-term landscape management plan.
8. Meeting the Council's costs of monitoring the planning obligation (£3000).

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation 1 (and Heads of Terms below) and subject to referral of the application to the Mayor of London, the Chief Planning Officer approve the planning application reference 17/6827/FUL under delegated powers and grant planning permission subject to the recommended conditions.

That upon completion of the agreement specified in Recommendation I, the Planning Performance and Business Development Manager/Head of Development Management approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Head of Development Management or Head of Strategic Planning:

Amended condition 1 to reflect updated drawings:

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

- | | | |
|----------------------|---------------|--|
| BPTW-ZZ-XX-DR-A-0104 | Revision: CO1 | Location plan |
| BPTW-ZZ-XX-DR-A-0104 | Revision: CO3 | Proposed site layout |
| BPTW-ZZ-ZZ-DR-A-0107 | Revision: CO1 | Demolition plan |
| BPTW-ZZ-GF-DR-A-1000 | Revision: CO2 | Ground floor plan |
| BPTW-ZZ-01-DR-A-1001 | Revision: CO2 | First floor plan |
| BPTW-ZZ-02-DR-A-1002 | Revision: C01 | Second floor plan |
| BPTW-ZZ-03-DR-A-1003 | Revision: C01 | 3rd, 5th, 7th, 9th and 11th floor plan |
| BPTW-ZZ-04-DR-A-1004 | Revision: C01 | 4th,6th,8th,10th,12th floor plan |

BPTW-ZZ-13-DR-A-1013 Revision: CO2 Roof plan
BPTW-ZZ-XX-DR-A-2000 Revision: CO2 East elevation
BPTW-ZZ-XX-DR-A-2001 Revision: CO2 North elevation
BPTW-ZZ-XX-DR-A-2002 Revision: CO2 South elevation
BPTW-ZZ-XX-DR-A-2003 Revision: CO2 West elevation
BPTW-ZZ-XX-DR-A-3001 Revision: CO2 Building section
BPTW-ZZ-XX-DR-A-3002 Revision: CO2 Short site section (from west)
BPTW-ZZ-XX-DR-A-3003 Revision: CO2 Long site section (from north)
BPTW-ZZ-XX-DR-A-3010 Revision: CO1 Elevation detail
BPTW-ZZ-XX-DR-A-3011 Revision: CO1 Elevation detail
LBB-SMP-200_HTA-L_XX-XX_DR_0900 Revision: F Indicative landscape plan

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

In the following amended conditions, deleted text is ~~struck through~~ and new text is underlined:

Condition 4:

Part 1 (as in Agenda)

Part 2

d) 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 **prior to occupation of the relevant part of the site.**

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2016.

Condition 5:

a) Notwithstanding the approved drawings, ~~no development other than demolition works shall take place~~ the approved building shall not be occupied until amended drawings that provide the following amendments ~~to the ground floor flats and first floor flats directly above them, and to the front elevation of the building within the recess adjacent to the communal entrance are to the front of these flats,~~ have been submitted to and approved in writing by the Local Planning Authority:

(i) ~~Amended position of entrances for the ground floor flats away from the communal entrance,~~ acceptable detailing within the recess at ground and first floor levels on the front elevation of the building within the adjacent to the communal entrance are to the front of these flats

(ii) ~~deletion of terraces within the void for the ground floor flats, and repositioning of the balconies out of this void for the two first floor flats directly above them,~~ (iii) revised ground floor rear elevation to accentuate and differentiate rear door to cycle store from the plant gas meter room door.

b) The development shall thereafter be implemented and retain in accordance with the drawings and other details as approved under this condition.

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

6 The site excavation or construction works shall not be commenced until detailed design and method statements (in consultation with London Underground) for each stage of the development including foundations and any other structures below ground level including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority. The design and method statements shall provide:

- Details of all structures
- Details on the use of tall plant/scaffolding
- Accommodate the location of the existing London Underground structures
- Demonstrate that access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering LU land
- Demonstrate that there will at no time be any potential security risk to our railway, property or structures
- Accommodate ground movement arising from the construction thereof
- Mitigate the effects of noise and vibration arising from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development which are required by the approved design statements in order to procure the matters required by this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2016 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

Condition 15

a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the development, which shall include details of compatibility of intended colours and textures to those on the adjacent tall buildings, on-site brick and mortar panels that show the proposed variations in brick laying and detailing and samples of other materials including balcony railings and screens and those to be used in the hard surfaced areas in the approved drawings, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

Condition 20 (deleted; refer below for explanation)

~~20 — Prior to the commencement of above ground construction, details of additional photovoltaic (PV) on-site renewable energy generation including details of the additional carbon dioxide emissions that would be provided shall be submitted to and approved in writing by the Local Planning Authority. The approved PV array shall be operational and implemented in accordance with the approved details prior to first occupation and thereafter shall be maintained as such. —~~

~~Reason: To ensure that the proposal provides a high level of on-site renewable energy generation.~~

Condition 22

Prior to any highways works and car parking being carried out, a revised highways and parking layout drawing shall have been submitted to and approved in writing by the Local Planning Authority. The approved highways and car parking layout and the access to the parking

spaces shall then be provided in accordance with the approved details prior to the first occupation of the development, and the parking spaces shall be used for parking of motorised vehicles and not for any purpose.

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 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 24

Prior to the occupation of the development, cycle parking spaces shall be provided in accordance with details that have first been submitted and approved in writing by the Local Planning Authority. The details shall comply with London Plan cycle parking standards, and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason: To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy 2012 and Policy DM17 of Development Management Policies 2012 which in turn refers to London Plan Parking Standards.

Condition 27

Prior to the commencement of any works on the substation, a full design study for the proposed substation shall be submitted to the local planning authority for approval in writing, which outlines the screening and any mitigation required for the transformer that is to be accommodated within the proposed substation. The study should include: i) predicted electro-magnetic levels in the residential units ~~and the commercial floor space~~ and the associated calculations; and ii) reference to relevant standards and/or studies. The development should be carried out in accordance with the approved details.

Condition 31

The development shall not be occupied until a Fire Risk Analysis that shall demonstrate the safety of future occupiers including provision for all parts of the building to have been fitted with a fire sprinkler system and it has been verified as such by an independent assessor, full details of which shall then have has been submitted to and approved in writing by the Local Planning Authority. The approved fire alarm and control systems shall then be retained and maintained in accordance with the approved details for the lifetime of the development.

Condition 32

a) Prior to the occupation of the development, a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape Management Plan shall include details of long term design objectives, provision for on-site food growing, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2016.

Duplication and renumbering of conditions:

There are two conditions numbered 9 in the officer report. These are renumbered as follows:

9 a) No development other than demolition shall take place until details of the levels of the buildings, vehicle access and footpaths in relation to the adjoining land and adjacent buildings, and any other changes proposed in the levels of the site, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

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 CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

10 a) No development other than demolition works and foundation works shall be carried out in connection with the development until 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 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 the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy 7.15 of the London Plan 2016.

Condition 28 is a duplicate of the new condition 10 as noted above, and should be deleted. Condition 22 has been deleted as a result of GLA comments, as noted in the amended Section 5.4 below.

The following amendments to the agenda report are also made:

Page 77-78:

Character and appearance of the street scene paragraph 3:

At street level, provision of a prominent and attractive entrance to the proposed building and the arrangement of car parking and soft landscaping around the outer edge of the realigned Prospect Ring are also key to the acceptability of the scheme in design terms. While the longer views of the building are acceptable, some improvements and amendments are however required to the closer views of the building, which can be secured by conditions as recommended above. As noted in the description of the proposal at Section 3 of this report, in the plans as submitted all flats except the two ground floor units would be accessed from the central lobby. However, this results in there being The two separate entrances for the two ground floor flats which in the drawings submitted with the application were adjacent to either side of the communal entrance within the void ground to first floor space at the front of the building have been relocated to the sides of the building, and balconies for the two first floor flats above them are now provided as recesses in the sides of the building. ~~This is not considered to be a good design feature, because it results in a potentially confusing delineation of public and private space within the recess or void adjacent to the building entrance. This layout therefore needs to be rearranged so that the two ground floor flats have their access from the interior of the building. This in turn will require some amendments to the detailed elevational treatment within the front of this void space. While any drawings received prior to the Committee meeting will be reported in the committee Addendum, it would also be acceptable for these be provided in line with The amended condition 5 as recommended above, which would provide for this amendment further detailing of the entrance area. While relocation of the entrance doors to the ground floor flats from this area is welcomed, the recess as shown on amended plans would be dominated by hard surfaces and this would be improved upon by this condition.~~

Whether the provision of amenity space for existing and new residents is satisfactory for a development of this size

All of the proposed units other than the two ground floor level flats would be provided with a private balcony, typically 7.4 sq.m. in area. While the application makes a case that this exceeds the minimum standards set out in the Mayor's Housing SPG (2016), there is an amenity space deficit of 365 sq.m. overall as calculated for the new flats development on the

basis of the Council's adopted standard of 5 sq.m. for each habitable room. However with a total of 3000 sq.m. of amenity space remaining at the site, along with approximately 500 sq.m. that will be designated as children's play space in the redevelopment of the Estate, the existing space at the site is sufficient to meet the needs of both the existing residents and future residents. All residents would have the use of the improved landscaped communal amenity spaces to be provided as part of the redevelopment.

Amenity areas for the two ground floor flats and two first floor flats above them as shown on the submitted drawings are within the open area at adjacent to the communal entrance, and would be overhung by the building. This aspect of the proposal has been discussed with the applicant and will be amended. Any drawings submitted to address this point will be reported in the Committee Addendum, and this amendment is also provided for in the condition recommended above.

London Plan Policy 3.6 and the Shaping Neighbourhoods: Play and Informal Recreation SPG require new housing developments to ensure that children have access to good quality, well designed, secure and stimulating play opportunities. The Mayor's SPG states that the minimum requirement for children's playspace should be 10sqm per child. This is measured against the expected child yield of the development. In accordance with the Mayor's playspace calculator, there is a requirement for 490sqm of dedicated children's playspace generated by the proposed development. A total of 500sqm of dedicated playspace is provided across the re-landscaped site as part of the proposed development. This is split into 320sqm under 5's doorstep play, 120sqm dedicated play for 5 – 11 year olds and 60sqm for 12+ year olds.

It is noted that this level of playspace provision is the requirement for the proposed development only. There is no on-site provision of formal playspace for existing children, although as noted above the level of amenity space is above the Council's minimum for both the existing and proposed development at the site. The application notes that the Mayor's SPG explains that the figure of 10sq.m may be reduced where there is play space located in the vicinity of the site. The Design and Access Statement includes an audit of open space and play spaces in the surrounding area which shows that there are a number of play areas within the required 400m walking distance for children of the 5-11 age range, and play areas within 800m walking distance suitable for children ages 12+, including the Market Place playground approximately 200m north of the Site. Overall, the development will provide a satisfactory level of provision alongside these existing facilities.

In line with proposals in the Design and Access Statement and both local and London policies, provision of on-site food growing is encouraged and it is recommended that this be included in the landscape management provisions in any permission granted.

Pages 86 - 87:

5.4 Response to Public Consultation

Greenspaces:

- The proposed playspace provision is satisfactory, but would want to review the playspace provision to be made. Greenspaces would be reconsulted on this aspect of the application as part of the conditions approval process

GLA:

The GLA has been in communication with the architects in regards to energy matters, including on-site renewable energy generation and building energy performance. The following comments are copied from the latest correspondence:

Overheating Analysis

GLA request to applicant:

- An Overheating Analysis using thermal dynamic modelling has been undertaken to assess the overheating risk within the conditioned areas of the building; its results demonstrate compliance for most of the spaces. However, there are a few areas that fail the DSY01 weather scenario; the applicant should investigate further design measures to reduce the unwanted solar gains entering the building.

GLA update:

- The applicant has stated that the building has been designed with recessed balconies to the east and to the west, which help minimise the external heat gains. These rooms are also double aspect spaces which create cross ventilation. The windows have a g-value of 0.5. Mechanical ventilation has also been specified. Curtains have been assumed in the analysis, however, as these should not interfere with the operation of the windows, when blinds or curtains are lowered, the windows have been assumed closed. Although the applicant has outlined the measures in place, they haven't addressed the non-compliance under the DSY1 weather scenario. Compliance under this scenario is mandatory and further measures should be introduced. **This item is still outstanding.**

District heating network

GLA request to applicant:

- The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant should, however, provide a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available.

GLA update:

- A set of electrical and mechanical connection schematics have been provided however, it is nowhere evident that the centralised plant room will be future proofed. The applicant should outline the measures in place to future proof the site and should submit a plant room layout showing the point of future connection. **This item is still outstanding.**

Communal heat network

GLA request to applicant:

- The applicant should ensure that a communal heat network is being proposed. A drawing showing the route of the heat network linking all apartments on the site should be provided.

GLA update:

- This has not been provided and should be submitted. **This item is still outstanding.**

CHP plant

GLA request to applicant:

- Further information on the CHP should be provided including the thermal and electrical output of the engine proposed (kWth/kWe), the total space heating and domestic hot water (DHW) demand of the development (MWh annually), the anticipated running hours, the engine's efficiency and the proportion of heat met by the CHP.

GLA update:

- The applicant has confirmed the thermal (19.2 kWth) and electrical output (9kWe) of the proposed engine. Moreover, the calculation has been based on a total space heating demand of 97.88 MWh and domestic hot water demand of 84.97 MWh. The assessment estimates just over 6000 hours of CHP operation per year. The proportion of heat met by the CHP is 71% and the total efficiency used in the assessment is 86.9%. Nothing further required.

Building heating and cooling:

GLA request to applicant:

- The applicant should also provide the analysis used to determine the size of the CHP including, suitable monthly demand profiles for heating, cooling and electrical loads. The plant efficiencies used when modelling carbon savings should be based on the gross fuel input for gas rather than the net values often provided by manufacturers.

GLA update:

- The net and gross efficiencies have been provided; the applicant has confirmed that the gross figures have been used for calculation purposes. The demand profiles have also been submitted from the CHP manufacturer; nothing further required.

Management arrangements

GLA request to applicant:

- The applicant should provide information on the management arrangements proposed for the system, including anticipated costs, given that the management and operation of small CHP systems can significantly impact their long term financial viability.

GLA update:

- A full maintenance and monitoring report from the CHP manufacturer has been submitted; nothing further required.

Photovoltaic (PV) panels

GLA request to applicant:

- The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install 51sq.m of Photovoltaic (PV) panels equating to 8kWp. A roof layout has been provided. The applicant should demonstrate that the roof's potential has been fully maximised for renewable technology installations.

GLA update:

- The applicant has stated that the original number of the PV panels and their location was based on the shadow range analysis carried out on 21st March. Further analysis has led to the extension of the initial PV area and now 60 panels are being proposed in total, instead of the original 35. Revised SAP calculations and carbon emissions have been provided leading to an overall 41% CO2 reduction. Nothing further required.

17/8140/FUL

Stag House, 94 Burnt Oak Broadway, Edgware, HA8 0BE

Pages 91-124

Addition of new condition.

Condition: Notwithstanding the information submitted a Demolition and Construction Management and Logistics Plan shall be submitted and no site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development.
- xi. Provision of a competent banksman;

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

18/0546/FUL

Land Bound By Valley View, Leaside, Northbrook Road And Mayhill Road

Pages 125-150

Amendment to Condition 13 as all buildings within this application are all to be constructed to standard M4(3) as wheelchair dwellings.

Condition to read as follows:

Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of any of the new dwellings (Use Class C3) permitted under this consent, all of the proposed dwellings shall have been constructed to meet and achieve all the relevant criteria of Part M4(3) 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.

Delete condition 19 as it is considered that the site would not be subject to significant mixed noise impact from significant noise generating uses in the area.

On Page 136 of the agenda pack, all references to M4(2) should refer to M4(3).

Clarification of parking matters.

All existing garages will be removed and none of the existing garages will be re-provided by Open Door Homes and that the surrounding road network has been demonstrated to be able to accommodate any overspill parking from these garages or from others who may use the garages courts for informal parking. Of the 40 garages, only 5 are occupied by people living within 200m of the site and are otherwise in a poor state of repair. The parking survey and transport statement provided within the application indicate that there are at least 122 parking spaces within the surrounding area.

The following additional informative will be added.

Informative 8 – New informative to read as follows:

The applicant is advised that the London Fire and Emergency Planning Authority strongly recommend that sprinklers are considered for new developments.

18/0633/FUL

St Michaels Catholic Grammar School, Nether Street, London, N12 7NJ

Pages 151 - 174

Condition 8 should be amended to read:

“a) The temporary teaching buildings hereby approved shall not be occupied or brought into use until 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 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 the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (2016) and Policy 7.15 of the London Plan 2015.”

18/0199/FUL

Land At The Royal Air Force Museum, Grahame Park Way, Colindale, NW9 5LL

Pages 175, 179- 181, 189-188, 198

(Section 'Application Summary' paragraph 3 amended as follows:)

The application has been submitted in compliance with condition 25 of the original 2015 permission stated above. This approval was given subject to the obtaining of planning permission for the car parking area at the Royal Air Force Museum. The new parking area has been brought to fruition through a joint partnership between Barnet Council and the Royal Air Force Museum. The application site is owned by the museum but would be leased to the Council. The development has been assessed against any impact on equality and diversity. There are no significantly harmful impacts on the existing amenity arrangements, highways safety or infrastructure and character of the area.

(Section 'Key Planning Policy' amended as follows:)

Mayor's Transport Strategy (March 2018)

- The document sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The London Assembly considered the Transport Strategy after a detailed consultation by Transport for London (TfL), and amendment of the original draft published in 2017

(Section 7.1 amended as follows:)

7.1 Principle of Development

The application is for the creation of a new car parking area and therefore the most relevant policies are CS9 and DM17 of the Barnet Council Policy Framework, and Policy 6.3 of the London Plan.

The application is required in order to comply with condition 25 of the original permission (15/04039/FUL). This condition states:

The development authorised by this permission shall not begin until the local planning authority has approved in writing the proposed arrangements, including the obtaining of planning permission for the proposed use; for the provision of staff car parking which will be:

- (i) within the the RAF Museum car park , Grahame Park Way, Colindale*
- (ii) available to the Council and any subsequent occupier for the purposes of staff car parking;*
- (iii) available for the life of the building;*

The occupation of the development shall not begin until those works have been completed in accordance with the local planning authority's approval and have been certified in writing as complete by or on behalf of the local planning authority.

Therefore the central principle to create additional car parking at the RAF site has already been

granted by the Committee. The current application is required to simply infill the details for that parking area.

Currently, the application site itself is not fully utilised. There are a number of dilapidated outbuildings as well as substation equipment on site. As part of the proposal a number of the outbuildings would be removed. However there would be no impact on the formal use of the site as a museum. In addition, none of the proposed outbuildings to be demolished are of any significant value. As such, there are no specific policies that safeguards the loss of these. The site is also currently used for parking in an adhoc way.

In light of the above, the proposed car parking is acceptable in principle and would be in keeping with the above policies.

(Section 7.5 paragraph 3 onwards amended as follows:)

7.5 Trees

The application site is not within a conservation area and there are no Tree Preservation Ordered trees on site. Therefore the current trees on site can be removed without any further permission being sought from the Council.

However, officers take a proactive approach regarding the protection of any on site trees. The site currently has many mature trees growing at the boundary with the Jehovah's Witness Church. These trees provide important visual amenity in the local area and can be retained with care and consideration. In particular, there is some concern about the impact the proposed development will have on a group of five trees located at the centre of the proposed car parking area, at the back of the site, close to railway line. These trees are of moderate importance and would have little impact on the visual amenity in the wider area.

Nevertheless, since insufficient information regarding the existing trees has been submitted and officers wish to protect those on the site, an Arboricultural Impact Assessment and Tree Protection Plan will be requested via a number of conditions. This will require that any trees to be removed are replaced within the scheme or on the public highway adjacent to/opposite the site.

In the event that Members are minded to approve the scheme, the relevant conditions will be attached to ensure further tree planting and landscaping details are provided.

(Section 'Condition' amended as follows:)

Two additional conditions attached at numbers 12 and 13 as follows:

12. a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

13. a) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until details of temporary tree protection have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the scheme of temporary tree protection as approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2015.

17/8140/FUL

Stag House, 94 Burnt Oak Broadway, Edgware, HA8 0BE

Pages 91-124

Addition of new condition.

Condition: Notwithstanding the information submitted a Demolition and Construction Management and Logistics Plan shall be submitted and no site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- xii. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- xiii. site preparation and construction stages of the development;
- xiv. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- xv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- xvi. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- xvii. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- xviii. noise mitigation measures for all plant and processors;
- xix. details of contractors compound and car parking arrangements;
- xx. Details of interim car parking management arrangements for the duration of construction;
- xxi. Details of a community liaison contact for the duration of all works associated with the development.
- xxii. Provision of a competent banksman;

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.