

MEETING

PLANNING AND ENVIRONMENT COMMITTEE

DATE AND TIME

MONDAY 17 JUNE, 2013

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, NW4 4BG

TO: MEMBERS OF PLANNING AND ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Councillor Wendy Prentice
Vice Chairman: Councillor Maureen Braun

Councillors

Jack Cohen	Mark Shooter	Andreas Tambourides
John Marshall	Agnes Slocombe	Jim Tierney
Barry Rawlings	Stephen Sowerby	

Substitute Members

Alison Cornelius	Kath McGuirk	Andrew Strongolou
Claire Farrier	Graham Old	Darrel Yawitch
Andreas Ioannidis	Lord Palmer	
Sury Khatri	Brian Schama	

You are requested to attend the above meeting for which an agenda is attached.

Andrew Nathan – Head of Governance

Governance Services contact: Maria Lugangira 020 8359 2761

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes	
2.	Absence of Members	
3.	Disclosable Pecuniary interests and Non Pecuniary interests	
4.	Public Question Time (if any)	
5.	Members Item (if any)	
6.	Report of the Acting Assistant Director of Planning and Development Management:	
	Colindale Ward	
7.	Former College Plot within the Former Colindale Hospital Site, Colindale Avenue, London, NW9 5DZ - H/00093/13	1 - 84
	Underhill Ward	
8.	Old Stationers Playing Fields, Barnet Lane, Barnet, Herts EN5 2DN - B/04218/12	85 - 100
9.	Dollis Valley Estate, including former Barnet Hill School, Barnet South Community Association Hall and 131-135 Mays Lane, Barnet, EN5 - B/00354/13	101 - 244
	West Hendon Ward	
10.	West Hendon ExServicemans Club, 233-243 West Hendon Broadway, London, NW9 7DH - H/01208/13	245 - 254
11.	Any item(s) the Chairman decides is urgent	

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LOCATION: Former College Plot within the Former Colindale Hospital Site, Colindale Avenue, London, NW9 5DZ.

REFERENCE: H/00093/13 **Received:** 11 January 2013 **AGENDA ITEM 7**
Accepted: 11 January 2013

WARD: Colindale **Expiry:** 12 April 2013
Final
Revisions:

APPLICANT: Fairview New Homes Ltd

PROPOSAL: Full planning application for the erection of two buildings ranging from five to nine storeys in height comprising 242sqm of commercial floorspace (Classes A1, A2, A3, B1 and/or D1) on part ground floor and 157 residential flats (Class C3) on part ground and upper floors, together with associated access, car parking and landscaping.

PROPOSAL

This application relates to a plot of land within the former Colindale Hospital site. Colindale Hospital was made redundant in 1996 and fully closed in 2008. The plot of land to which this application relates was previously identified as a potential location for relocation of Barnet College from their present site on Grahame Park Way. However, the College are now pursuing an alternative location within Phase 1B of the Grahame Park Estate Regeneration. Fairview New Homes have therefore submitted a planning application for residential led mixed use development on the land in accordance with the wider development that is being constructed on the former Colindale Hospital site. As a result of the College not moving to the hospital site, Fairview are required under the existing section 106 agreement to pay the Council a contribution of £1.987million towards education provision in the area.

The application site is approximately 0.68ha in size and comprises of cleared land with some existing trees. The plot of land is located between an 8 storey block of flats to the north-west (part of the Colindale Hospital development) and the site of the approved 7 to 18 storey Aparthotel block to the south east. To the rear (north-east) the site is bounded by the northern line Underground Railway Line and the south-west Charcot Road. Aeroville (a Grade II Listed Building) is located on the other side of the railway line to the north-east.

The application proposes the erection of two buildings ranging from five storeys along the railway line up to nine storeys along Charcot Road comprising 242sqm of commercial floorspace (Classes A1, A2, A3, B1 and/or D1) on parts of the ground floors to each block and 157 residential flats (Class C3) on part ground and the upper floors, together with associated access, car parking and landscaping. The scheme includes the provision of 27 affordable homes (17.2% on unit numbers, 19.2% on habitable rooms).

The application completes the final phase of the redevelopment of the former Colindale Hospital and provides a significant element of high quality housing, including a high proportion (25%) of 3 bed family-size units.

BACKGROUND

Colindale is identified as an Opportunity Area for housing growth in the London Plan. The Council adopted the Colindale Area Action Plan (AAP) in March 2010. This provides a planning policy and design framework to guide and inform development in Colindale up to 2021.

The former Colindale Hospital site is identified in the adopted Colindale AAP as a key site for residential-led, mixed use development.

Planning permission was granted to Fairview New Homes in November 2009 (ref H/00342/09) following the completion of a S106 agreement, for the comprehensive residential-led redevelopment of the majority of the former Colindale Hospital site (4.4 hectares) for the following:

- Construction of 714 residential units comprising 697 flats and 17 houses. This includes the provision of 193 affordable homes which equates to 30% affordable housing by habitable rooms;
- Restoration of the listed Administration Building and its conversion to residential flats;
- Construction of a new Primary Care Trust facility of 1,132sq m;
- A 45sqm commercial unit (Use Class A1/A3);
- A site management office and Safer Neighbourhood Centre (Use Class B1/D1);
- Provision of a single Energy Centre and district Combined Heat and Power network to serve the whole development;
- New junction and altered access into the site from Colindale Avenue together with new Spine Road through the site to serve the development and existing neighbours including the NHS Blood and Transplant facility;
- New public and private open space, children's play space and communal courtyards and hard and soft landscaping; and
- Safeguarding of a plot for the potential relocation of Barnet College.

A separate application was approved at the same time as the main development on the hospital site for the redevelopment of Station House to create a transport interchange and public piazza outside Colindale tube station, together with a 305 bedroom, part six part 13 storey, aparthotel and other commercial uses (Ref: H/00343/09). The two applications were supported by a Masterplan to show how the two schemes would fit together as a comprehensive development of the site to deliver the key objectives of the Colindale AAP.

Planning permission was subsequently granted on 30 September 2010 to replace the PCT facility within Block A with alternative commercial uses (Classes A1, A2, A3, B1 and/or D1) on the ground floor and 12 residential units on the first and second floors, following a decision by the PCT that it did not need the accommodation (Ref: H/02041/10). A linked Unilateral Undertaking provided for Fairview New Homes to make a financial contribution towards meeting the cost of healthcare provision arising from the development.

Construction of the approved development at the Colindale Hospital site is now well advanced with the majority of the buildings completed and occupied. The Energy Centre has been installed and brought online. The restoration and conversion of the Listed former hospital administration building has been completed and the new public piazza next to

Colindale Tube Station has been laid out and opened along with a new bus layby and pelican crossing installed on Colindale Avenue.

In February 2012 planning permission (H/04541/11) was granted for the development of plots of land at the rear of the Colindale Hospital site including Birch Court and Willow Court; land previously identified for potential expansion of the NHS Blood and Transplant service; and Elysian House a mental health short stay care facility owned by the Barnet, Enfield and Haringey Mental Health Trust. The approved scheme comprises the construction of 240 new flats within three separate blocks ranging from four to seven storeys in height, together with associated car parking, landscaped public and private open space and a new public square designed as a continuation of the street and block layout of the approved development on the main Colindale Hospital site. The scheme will also provide a new pedestrian and cycle link into Montrose Park. Construction of this development has now begun on site.

SUMMARY OF PLANNING APPRAISAL

Principle of Development

The former Colindale Hospital site is identified in the Colindale AAP for residential development and other mixed uses around the Colindale Tube Station (Policy 4.1). The AAP also supports the relocation of Barnet College to a new purpose built building close to Colindale Station and recognises the former Colindale Hospital site as a potential site for it. The masterplan for the development of the former Colindale Hospital site identified a plot of land to be safeguarded for the College's relocation. Barnet and Southgate College are now pursuing alternative locations in Colindale and no longer require the site. NHS Barnet are not seeking to use this site for healthcare purposes. Therefore, the applicant has proposed a residential-led mixed use development in the vernacular of the wider development which has been constructed on the rest of the hospital site.

Given the Colindale AAP policy context promoting residential-led mixed use developments on the site, the proposed development of this plot as part of the wider masterplan for the Colindale Hospital development is considered acceptable.

Density and Mix

The residential density of the proposal is 199 units per hectare or 587 habitable rooms per hectare. This density exceeds the "typical" figure of 150 u/ph suggested in the CAAP. However this figure is provided as a guide and subject to compliance with other policies and standards, it is considered that sites such as this which are close to the underground station/transport interchange should optimise housing provision to reflect the sustainable location.

All of the proposed flats will meet or exceed the minimum internal space standards set out in the London Plan. The blocks are designed with reference to the London Housing Design Guidelines (GLA). A high proportion of the flats are dual aspect.

The proposed residential density is within the London Plan density range for an 'Urban' site with a PTAL rating of 4 and is considered to be appropriate having regard to the density of the approved development on the main Colindale Hospital site.

A mix of unit sizes are proposed including 39 three bed flats and maisonettes which is 25% of the total by unit number (34% by habitable rooms), together with 45% two bed (46% by habitable room) and 30% one bed (20% by habitable room) flats. All of the flats will meet or exceed the London Plan internal space standards. The development achieves a Building for

Life Score of 12 out of 20. All of the units will meet Lifetime Homes and 14 dedicated wheelchair flats will be provided.

27 of the proposed flats will be provided as affordable homes including 11 x 3 bed (5 person) flats which equates to 41% of the affordable provision exceeds which reflects the Mayor of London old target of 42% and the new target of 36% which is set out in the GLA's recently adopted Housing SPD. All of the affordable units will be provided for affordable rent to meet the Council's area of greatest demand.

Urban Design

The layout of the two proposed blocks and spaces seek to emphasise the two internal squares (Arrival Square and Central Square) and provide taller way finding/bookend buildings overlooking these squares. The bulk of the buildings is focussed towards these spaces and along Charcot Road. The buildings then step down in height towards the railway to respect the existing buildings to the north-west, including the Grade II listed Aeroville on the other side of the railway lines. The development has been carefully considered as an addition to the existing approved development on the former Hospital site. The buildings enclose new streets and new squares by providing active frontages with front doors and windows and commercial units at ground floor. The design of the buildings reflect the architectural style of the buildings already approved to provide quality contemporary architecture. The buildings are articulated with varying heights and stepped rooflines. The buildings will be finished in two tones of brick with elements of cladding and projecting balconies.

Amenity Space

The development includes a podium courtyard within block N1 and a communal garden at ground level between the two blocks which provides a setting for the retained mature Oak tree. Almost all flats have their own balcony or terrace with several of the first floor flats to block N1 having access to their own garden area within the podium level. The scheme provides adequate levels of private and communal amenity space in accordance with policies and standards.

Transport and Parking

The proposed access arrangements and highway impact have been subject to review and assessment by the Council's Traffic and Development Team and Transport for London who raise no objection. The resultant vehicles trips will be satisfactorily accommodated within the existing transport network. The current proposals would generate 127 and 58 fewer vehicle trips in the AM and PM peaks respectively when compared to the original proposal to provide a new college on the site as was envisaged in the original Colindale Hospital masterplan.

A total of 110 parking spaces are proposed which equates to 70% (0.7 spaces per unit) with cycle parking provided at a ratio of at least one per residential unit. This reflects the sites accessible location close to Colindale Tube Station and interchange, and is supported by a Travel Plan which includes a package of choice based measures including subsidised car club membership and travel vouchers worth £100 for each flat for subsidised travel on public transport. The level of car parking is the same as that approved for the main Colindale Hospital development and is consistent with the London Plan parking standards and the parking policies contained emerging Colindale AAP. The majority of the car parking (110 spaces) will be at ground floor level enclosed by a podium with the remainder sited within open landscaped parking areas.

Sustainability and Renewable Energy

The development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The development will deliver a carbon saving of 44% through efficient building design and connection to the Colindale Hospital Community Energy System and Energy Centre which has been constructed on the main Colindale Hospital development. The Energy Centre will provide heating and hot water via a centralised energy centre distributing heat through an underground heating pipe network. This is in accordance with the London Plan energy hierarchy and policies for carbon reduction.

All of the flats will be built to Code for Sustainable Homes Level 4 in accordance with the Colindale AAP policies with the commercial units achieving a BREEAM 'excellent' rating.

Key buildings will be fitted with green and brown roofs to improve biodiversity and help create a green corridor linking Montrose Park to Colindale. The proposed development also meets a number of sustainability objectives including making efficient use of brownfield land, improving and promoting public transport and promoting a mixed balanced community.

CIL Contributions

Based on the floorspace proposed, the development will generate a Barnet CIL contribution of approximately £1,460,295. This can be used towards the delivery of infrastructure identified in the Colindale AAP including transport infrastructure, education provision and healthcare provision. The proposed development would also be liable for a Mayoral CIL contribution of approximately £378,595.

A number of conditions have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal.

RECOMMENDATION

Approve subject to:

Recommendation 1

The application being one of strategic importance and therefore referred to the Mayor of London and no direction being received to refuse the application or for the Mayor to act as the Local Planning Authority for the purpose of determining the application.

Recommendation 2

Subject to recommendation 1 above, the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following:

- a. Legal Professional Costs Recovery
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements;
- b. Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- c. Affordable Housing
Provision of 27 affordable rent housing units on the site as follows:
 - 4 x 1 bed, 2 person flats
 - 4 x 2 bed, 3 person flats
 - 1 x 2 bed, 3 person maisonette
 - 2 x 2 bed, 3 person wheelchair flats
 - 5 x 2 bed, 4 person flats
 - 9 x 3 bed, 5 person flats
 - 2 x 3 bed, 5 person maisonettes
- d. Construction Training Initiative
To enter into a formal agreement with the Notting Hill Housing Trust to include provision for the following:-
 - (a) The agreed number of trainee places to be provided on the site of the Affordable Housing Scheme and the duration of the each placement:
 - (b) A commitment by the Owners to pay a percentage of the build costs in respect of the Affordable Housing Scheme such payment to cover general running costs such as trainees' fees fares and tools;
 - (c) a commitments by the Owners to pay a "provisional sum" expressed as a percentage of the build costs in respect of the Affordable Housing Scheme to cover trainees' wages
- e. Apprenticeships
The applicant shall secure the provision of a minimum of 3 x Level 2 apprenticeships including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework.

f. Travel Plan

The applicant shall enter into a Travel Plan that seeks to reduce reliance on the use of the private car and to ensure the sustainability of the development. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential units as follows:

- (i) Travel Plan for the main Colindale Hospital development approved under planning reference H/00342/09 ('Pulse') shall be extended, updated and resubmitted to encompass the development hereby approved;
- (ii) The Travel Plan shall link in with the Car Club provided on the main Colindale Hospital development approved under planning reference H/00342/09 and shall provide suitable dedicated car club parking spaces;
- (iii) Provision of £50 travel voucher for first occupiers of the units hereby approved towards travel by public transport within the London area (with a maximum of 2 per unit) up to a maximum cost of £15,700 to the applicant. The Travel Plan shall include a target that 50% of the units shall take up the travel vouchers within the first year of occupation;
- (iv) Provision of a total of £265 per unit (up to a maximum cost of £41,605 to the applicant) towards lifetime car club membership and associated car club usage comprising £165 lifetime membership for 1st occupiers which shall be transferable to the following occupant at no cost, and £100 free driving credit to the 1st applicant for each lifetime membership. The Travel Plan shall include an evidence based target for take up of the car club membership and driving credit;
- (v) Provision for five years of an annual workshop for the servicing and maintenance of bicycles in order to encourage occupiers to cycle more regularly;

g. Travel Plan Monitoring contribution

Payment of a financial contribution of £5,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the travel plan that will be submitted for the development.

h. Other Requirements

The applicant shall provide quarterly to the Council an update report on progress of the development for all stages of development, construction and occupation.

Recommendation 3:

That upon completion of the agreement specified in Recommendation 2, the Acting Assistant Director of Planning and Development Management approve the planning application reference H/02796/11 under delegated powers subject to the following conditions and any changes to the wording of the conditions considered necessary by the Acting Assistant Director for Planning and Development Management:

1. Approved Plans

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

- 1205-010 Location Plan
- 1205-011 Site Plan
- 1205-100 Site: Ground Level Plan
- 1205-101 Site: Podium Level Plan
- 1205-109 Site: Roof Level Plan
- 1205-150 Site: Refuse Collection Plan
- 12-05-151 Refuse Stores

1205-200 Block N – Levels 00 + 01
1205-201 Block N – Levels 02 + 03
1205-202 Block N – Levels 04 + 05
1205-203 Block N – Levels 06 + 07
1205-204 Block N – Levels 08 + 09
1205-400 Site Street Section
1205-401 Section Through Aeroville
1205-402 Section Through Aeroville
1205-600 Bay Studies
1205-N-401 Block N Elevations
1205-N-402 Block N Elevations
1205-N-403 Block N1 Podium Elevations
FNH347 LS/39 Tree Survey Plan
FNH347 LS/40 Landscape Design Strategy

- Planning Statement
- Design and Access Statement including Refuse and Recycling Strategy (prepared by Amanda Reynolds Urbanism and John Pardey Architects)
- Cultural Heritage Desk Based Assessment (prepared by CGMS)
- Transport Assessment and Travel Plan (prepared by URS)
- Sustainability Statement including checklist and BREEAM / Code for
- Sustainable Homes Assessments (prepared by Think Three)
- Energy Strategy Statement (prepared by Think Three)
- Biodiversity Statement (prepared by Ecology Solutions)
- Tree Survey and Impact Appraisal (prepared by Mark Cooper Associates)
- Landscape Design Strategy (prepared by Mark Cooper Associates)
- Flood Risk Assessment and Drainage Strategy (prepared by URS)
- Foul Sewage and Utilities Assessment (prepared by URS)
- Noise Assessment (prepared by SKM Enviro)
- Air Quality Assessment (prepared by SKM Enviro)
- Daylight and Sunlight Assessment (prepared by CHP)
- Affordable Housing Statement (prepared by FNH) - submitted on a confidential basis
- Statement of Community Involvement (prepared by GKA Limited)

Reason:

For the avoidance of doubt and in the interests of proper planning.

2. Time Limit

This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. Commercial Units – initial use

Upon their first occupation, the commercial units on the ground floor of the buildings hereby approved as shown on plan 1205-100 P0 shall be occupied for uses falling within Class A1, A2, A3, B1, D1 of the Town and Country Planning (Use Classes) Order 1987 and for no other purpose.

Reason:

To enable flexibility for the first occupation of the commercial units hereby approved.

4. Commercial Units – restricted future changes use

Notwithstanding the potential initial uses that are permitted to occupy the commercial units on the ground floor of the buildings hereby approved as specified under condition 3 of this consent, following the first occupation and commencement of a use within each commercial unit, any subsequent change to an alternative use within those specified by this consent shall require the submission of a full planning application to the Local Planning Authority for express planning permission.

Reason:

To enable the Local Planning Authority to exercise control over future potential uses within the development to safeguard the amenities of occupiers of adjoining residential properties.

5. Details of Mechanical Plant for Supermarket

Prior to the first occupation of the Class A1/A2/A3/B1/D1 floorspace within the buildings hereby permitted, details of all mechanical plant associated with the selected use, including the proposed location for installation, shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

6. Noise Report for Commercial Units

Prior to the first occupation of the A1/A2/A3/B1/D1 floorspace within the buildings hereby permitted, a noise report that assesses the likely noise impacts from all mechanical plant associated with the selected use shall be submitted to and approved in writing by the Local Planning Authority. The report shall clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels. It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before the selected use commences.

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

7. Hours of Opening

The ground floor commercial units hereby permitted as shown on approved plan 1205-100 P0 shall not be open to customers before 7:30am or after 7pm from Monday to Saturday or before 10am or after 6pm on Sundays.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties.

8. Levels

Notwithstanding the details submitted in the drawings otherwise hereby approved the development is not to commence unless and until details of the levels of the proposed

buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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 amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

9. Materials

Notwithstanding the details shown on the plans otherwise hereby approved, no development shall commence, other than ground works, site preparation or remediation, unless and until details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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.

10. Architectural Details

Prior to the commencement of each phase of the development hereby approved as shown on approved Phasing Plan drawing reference 1016-251 (or any subsequent amendments to it that have been agreed in writing by the local planning authority) details of the following architectural elements shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

- balconies, balustrades and edge detail;
- roof coping;
- minimum of 170mm deep reveals to windows and recessed brickwork;
- depths of reveals where brickwork meets other cladding;
- location and design of rainwater goods.

Reason:

To ensure the delivery of high quality development and to safeguard the visual amenities of the locality 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.

11. Car Parking Spaces

Before the development hereby permitted is occupied the car parking spaces shown on approved plan 1205-100 P0 shall be provided in the development and shall not be used for any purpose other than the parking and turning of vehicles in connection with the development hereby approved.

Reason:

To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with policies CS9 and DM17 of the Barnet Local Plan.

12. Electric Vehicle Charging Points

Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 22 of the approved parking spaces to be provided with active electric vehicle charging facilities and 22 of the parking spaces to be provided with passive electric vehicle charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason:

To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

13. Car Parking Strategy and Management Plan

Prior to the commencement of the development hereby approved a car parking management plan detailing the following shall be submitted to and approved in writing by the local planning authority:

- i. location and layout of car parking spaces,
- ii. the allocation of car parking spaces and any associated charges;
- iii. access details and ramp gradients;
- iv. gate details, controls and maintenance;
- v. facilities for charging electric vehicles comprising a minimum 20% active charging points and a further 20% passive charging points;
- vi. on site parking controls and charges;
- vii. the enforcement of unauthorised parking; and
- viii. disabled parking spaces.

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The parking management plan shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied, and shall be maintained thereafter.

Reason:

To ensure that adequate parking is provided on the site and managed in line with the Council's standards in the interests of pedestrian and highway safety, to ensure the free flow of traffic to and from the National Health Blood and Transplant site in accordance with policies CS9 and DM17 of the Barnet Local Plan and policy 6.13 of the London Plan.

14. Cycle Parking

Before the first occupation of the development hereby approved details showing suitable on-site parking and storage facilities for cycles shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved before the development is occupied and be permanently retained as such thereafter.

Reason:

In the interests of promoting cycling as a mode of transport in accordance with Policies CS9 and DM17 of the Barnet Local Plan and Policy 6.13 of the London Plan.

15. Refuse and Recycling Details

Notwithstanding the details submitted with the application, before the development hereby permitted is brought into use or occupied details of the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable;
- ii. a satisfactory point of collection; and
- iii. details of any collection arrangements.

The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the development is occupied and the development shall be managed in accordance with the approved details.

Reason:

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.

16. Waiver of Liability and Indemnity Agreement

Prior to the occupation of the development hereby approved, a Waiver of Liability and Indemnity Agreement in relation to the non-adopted roads within the development must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.

Reason:

To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and 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.

17. Travel Plan

3 months prior to the occupation of the residential units hereby approved, a strategic level residential Travel Plan that meets the requirements of the Transport for London document 'Travel planning for new development in London' and is ATTrBuTE and TRAVL compliant shall be submitted and approved by the Local Planning Authority. This should include the appointment of a Travel Plan Champion. The Travel plan should be reviewed in accordance with Transport for London's 'standardised approach to monitoring'.

Reason:

To encourage the use of sustainable forms of transport to the site 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.

18. Hours of Construction

No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan

19. Demolition and Construction Management Plan

No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management 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 Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of demolition and construction vehicles to the site and access and egress arrangements within the site;
- ii. details of how 24 hour access will be maintained to the NHS Blood and Transplant site;
- iii. site preparation, demolition and construction stages of the development;
- iv. 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;
- v. details showing how all vehicles associated with the demolition and construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- vi. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from demolition and construction works;
- vii. 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;
- viii. noise mitigation measures for all plant and processors;
- ix. details of contractors compound and car parking arrangements;
- x. Details of interim car parking management arrangements for the duration of demolition and construction stages;
- xi. Details of a community liaison contact for the duration of all works associated with the development.

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.

20. Deliveries and Servicing Plan

Before the ground floor commercial units within the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority. The development shall accord with the details approved unless previously agreed in writing by the local planning authority.

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.

21. Contaminated Land Part 1

Before development commences other than for investigative work:

- A contaminated land desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until these details are approved in writing by the Local Planning Authority.
- If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken;
 - refinement of the Conceptual Model; and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority prior to the commencement of the development.

If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring to be carried out shall be submitted to and approved in writing by the Local Planning Authority prior to that remediation being carried out on site.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

22. Contaminated Land Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development hereby approved is occupied.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

23. Sound Insulation

Prior to the commencement of the development a full scheme of the measures to be incorporated in the development to mitigate the impact of noise on the occupiers of the residential units from external road and rail traffic as well as internally generated noise from the proposed commercial units on the ground floor of blocks N1 and N2, and any other relevant sources of noise, shall be submitted to the Local Planning Authority and approved in writing. The scheme of measures submitted shall ensure that the levels of noise as measured within habitable rooms of the new dwellings hereby approved shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am and the submission made shall include sufficient details and information to adequately demonstrate how these standards would be met. It 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 contents and recommendations. The development shall be implemented in full accordance with the approved scheme of noise mitigation measures in its entirety before the first occupation of the development.

Reason:

To ensure that the amenities of the occupiers of the development are not prejudiced by noise and to accord with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

24. Extraction and Ventilation Equipment Details

Before the development hereby permitted commences on site, details of all extraction and ventilation equipment to be installed in the development shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented in accordance with the approved details before the first occupation of the site.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

25. Noise from Site Plant

The level of noise emitted from the plant installed as part of the development hereby approved shall meet a Rating level of at least 5dB(A) below the background level (in accordance with BS4142), as measured from any point 1 metre outside the window of any room of any noise sensitive neighbouring residential property. If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any noise sensitive room of any neighbouring residential property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan

26. Acoustic Fencing

A scheme for acoustic fencing along the perimeter boundary facing the Northern Line Underground rail network shall be submitted in writing and approved by the Local Planning Authority prior to the commencement of the development hereby approved. This scheme shall be fully implemented before the occupation of the first residential unit.

Reason:

To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their home(s) in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

27. Vibration from rail traffic

Prior to the commencement of the development hereby approved a scheme for protecting the proposed development from vibration, shall be submitted to and approved by the Local Planning Authority. The vibration protection scheme shall include such combination of land separation, vibration control techniques and other measures, as maybe be approved by the Local Planning Authority, in the light of current guidance on vibration levels. The said scheme shall include such secure provision as will ensure that it endures for so long as the development is available for use and that any and all constituents parts are repaired and maintained and replaced in whole or in part so often as occasion may require. The approved mitigation scheme shall be implemented in its entirety for each phase before any of the units in that phase are occupied.

Reason:

To ensure that the amenities of occupiers are not prejudiced by rail traffic vibration in the immediate surroundings.

28. Tree Protective Fencing

Prior to the commencement of the development hereby approved, temporary fencing shall be erected around existing trees which are to be retained in accordance with details to be submitted agreed in writing by the Local Planning Authority. These details shall include protection to any retained tree outside of the site boundary that may be affected by construction access and associated works. The details shall conform with BS 5837:2005 Trees in Relation to Construction. This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

29. Services in Relation to Trees

Prior to the commencement of the development hereby approved details of the location, extent and depth of all excavations for drainage and other services in relation to trees within that phase shall be submitted and approved by the Local Planning Authority and the development carried out in accordance with such approval.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development

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

30. Method Statement – Trees

Prior to the commencement of the development hereby a method statement detailing precautions to minimise damage to trees to be retained in accordance with Section 7 of British Standard BS5837: 2005 *Trees in relation to construction - Recommendations* shall be submitted to and approved in writing by the LPA and the development shall be carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

31. Tree Works – Detailed Specification

Prior to the commencement of a detailed tree felling / pruning specification has been submitted to and approved in writing by the local planning authority and all tree felling and pruning works shall be carried out in full accordance with the approved specification and the British Standard 3998: 1989 *Recommendation for Tree Works* (or as amended).

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

32. Landscaping - Details

Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the development or any site works, a detailed scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:

- the position of any existing trees and hedges to be retained or removed;
- details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green and brown roofs, green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities;
- means of planting, staking and tying of trees, including tree guards, and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;
- existing site contours and any proposed alterations to these such as earth mounding;
- Details and specifications of all play features to be included within the landscaped areas.
- details of all proposed hard landscape works, including proposed materials, samples and details of special techniques to minimise damage to retained trees and details of techniques to be used to provide conditions appropriate for new

plantings;

- timing of planting;
- details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site.

Reason:

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.

33. Landscaping - Implementation

All work comprised in the approved scheme of hard and soft landscaping (submitted under condition 24) shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the building or completion of the construction of the development, whichever is sooner.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

34. Landscaping - Maintenance

Any existing tree or hedge shown to be retained or trees, hedges or shrubs to be planted as part of the approved landscaping scheme (submitted under condition 24) 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 and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

35. Play Space Details

Notwithstanding the details shown on the plans otherwise hereby approved, prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity space on the site shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the development.

Reason:

To ensure that the development represents high quality design and to accord with policies DM01 and MM04 of the Barnet Local Plan and policy 3.6 of the London Plan.

36. Ecological Mitigation and Management Plan

Prior to the commencement of the development hereby approved, details comprising a scheme of measures to enhance and promote biodiversity at the site as redeveloped shall be submitted the Local Planning Authority and approved in writing. The approved scheme of measures shall be implemented in full in accordance with the approved details before the first occupation of the development.

Reason:

To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policies 5.11 and 7.19 of the London Plan.

37. Lifetime Homes

All 230 of the new residential units (use class C3) within the development hereby approved shall be constructed to meet and achieve the 'Lifetime Homes' standard and retained thereafter. A minimum of 10% of the 157 residential units within the development shall be built to wheelchair housing standard or accessible to this standard, as shown on the approved plans.

Reason:

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.

38. Code for sustainable homes

The 157 residential units (use class C3) in the development hereby permitted shall all be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes (or the equivalent standard in such measure of sustainability for house design which may replace that scheme). Prior to occupation of the first residential unit a Code for Sustainable Homes Pre-Assessment shall be submitted to and approved in writing by the the Local Planning Authority to demonstrate that Code 4 is achievable for the units within that phase. As soon as practicable, the Final Code Certificate certifying that Code Level 4 has been achieved for the units in that phase shall be submitted to and approved by the local planning authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, policies 5.2 and 5.3 of the London Plan and policy 6.3 of the Colindale AAP.

39. BREEAM Excellent for Commercial

The non-residential floorspace within the development hereby approved shall all be constructed to achieve not less than BREEAM rating of Excellent (or the equivalent standard in such measure of sustainability for commercial floorspace which may replace that scheme). The non-residential floorspace shall not be occupied until formal certification has been issued confirming that BREEAM Excellent has been achieved and this certification has been submitted to the Local Planning Authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan

40. Energy Centre

All of the residential units hereby approved shall be connected to the Colindale Energy Centre and district heat network. Prior to the occupation of the development details demonstrating that the buildings within that phase have been connected to the Colindale Energy Centre and district heating network shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason:

To ensure that the development is sustainable in accordance with policies DM01 and DM02 of the Barnet Local Plan, policy 6.2 of the Colindale AAP and policy 5.6 of the London Plan (2011).

41. Drainage Strategy

The development hereby permitted shall not commence until a drainage strategy detailing any on and/or off site drainage works has been submitted to and approved by the local planning authority in consultation with the sewage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason:

To ensure that the development provides appropriate drainage infrastructure and to comply with policy CS13 of the Barnet Local Plan and policies 5.13 and 5.14 of the London Plan.

42. Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved Colindale Hospital Phase 3 Flood Risk Assessment and Drainage Strategy dated December 2012 by URS and the following mitigation measures detailed within the FRA:

- 1) Limiting surface water run-off to Greenfield run-off rates for all events up to and including the 1 in 100 year storm event, with an allowance for climate change.
- 2) Provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.
- 3) Surface water storage to be achieved using sustainable drainage techniques including green roofs and permeable paving.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site; to prevent flooding elsewhere by ensuring that sufficient storage of surface flood water is provided; and to ensure surface water flood storage is achieved with appropriate sustainable drainage techniques in accordance with policy 5.12 of the London Plan 2011 and policy 6.4 of the Colindale AAP.

43. Piling

Piling using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason:

To protect controlled waters (Lambeth Aquifer and Chalk Aquifer, particularly if deep piling is proposed) by prevent to create a pathway for contamination to reach the Aquifer.

44. Water meters

The dwellings hereby approved shall have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

45. Water Efficient Fittings

The only toilets to be installed in the development hereby approved shall be dual flush (6 to 4 litres) toilets and all taps fitted in the development shall be spray or flow restricted taps.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

INFORMATIVES:

1. Reasons For Approval

In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) Order 2010, this informative summarises the local planning authority's reasons for granting planning permission for this development and the relevant development plan policies taken into account in this decision.

In summary, the Local Planning Authority considers that the proposed development should be permitted for the following reasons:

The proposals will complete the comprehensive redevelopment of the former Colindale hospital site and will deliver new high quality housing on a key site identified in the adopted Colindale Area Action Plan, Barnet Three Strands Approach and the London Plan (2011). It is considered that the proposed development to provide new residential dwellings that show a high quality design approach, relate acceptably to their neighbouring properties, are in keeping with the character of the area, do not cause any unacceptable harm to the amenities of the neighbouring properties and would provide their future occupiers with an acceptable standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this. The scheme is proposed at an appropriate density having regard to the London Plan Density Matrix and PTAL rating for the site.

The application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new dwellings would all meet Code for Sustainable Homes Level 4.

The scheme provides an appropriate level of car parking on site for the number and type of new dwellings proposed and the location close to Colindale Tube Station and interchange. The scheme has been designed to provide appropriate and safe access for all users and would not result in any significant harm to the local road network.

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, provides an appropriate setting for the buildings proposed and includes the planting of new trees. The development would result in the removal of some existing trees from the site. However key mature trees have will be retained and it is considered that the replacement planting proposed provides adequate mitigation for the trees which would be lost in this instance.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal. These are appropriate contributions in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010.

The application is found to propose a positive development that would comply with the relevant policies in the development plan and provides high quality new residential dwellings. As such it is considered that there are material planning considerations which justify the grant of planning permission.

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant and agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance. In this case formal pre-application advice was sought prior to submission of the application.

A summary of the development plan (London Plan 2011, Barnet Core Strategy 2012 and Development Management Policies DPD 2012) policies relevant to this decision is set below:

Barnet Core Strategy 2012:

- CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)
- CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)
- CS3 (Distribution of growth in meeting housing aspirations)
- CS4 (Providing quality homes and housing choice in Barnet)
- CS5 (Protecting and enhancing Barnet's character to create high quality places)
- CS7 (Enhancing and protecting Barnet's open spaces)
- CS8 (Promoting a strong and prosperous Barnet)
- CS9 (Providing safe, effective and efficient travel)
- CS10 (Enabling inclusive and integrated community facilities and uses)
- CS11 (Improving health and well being in Barnet)
- CS12 (Making Barnet a safer place)
- CS13 (Ensuring the efficient use of natural resources)
- CS14 (Dealing with our waste)
- CS15 (Delivering the Core Strategy)

Barnet Development Management Policies 2012:

- DM01 (Protecting Barnet's character and amenity)
- DM02 (Development standards)
- DM03 (Accessibility and inclusive design)
- DM04 (Environmental considerations for development)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM14 (New and existing employment space)
- DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

London Plan 2011 (set out by chapter):

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes); 3.13 (Affordable Housing Thresholds); and 3.16 (Protection and Enhancement of Social Infrastructure)

London's Response to Climate Change:

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.11 (Green Roofs and Development Site Environs); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach); 6.3 (Assessing Effects of Development on Transport Capacity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces:

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.8 (Heritage Assets and Archaeology); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); 7.19 (Biodiversity and Access to Nature); and 7.21 (Trees and Woodlands)

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

2. Contaminated Land

In complying with the contaminated land condition parts 1 and 2:

a) Reference should be made at all stages to appropriate current guidance and codes of practice at August 2012 this would include:

- 1) The Environment Agency CLR model procedures;
- 2) BS10175:2011 Investigation of potentially contaminated sites – Code of Practice;
- 3) The Environment Agency "Guiding principles for land contamination (GPLC)"; and
- 4) Guidance for the safe development of housing on land affected by contamination, Environment Agency R&D Publication 66:2008.

b) Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.

c) All raw data should be provided in a form that can be easily audited and assessed by the council (e.g. trial pit logs and complete laboratory analysis reports).

d) Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made should be included. (e.g. the reasons for the choice of sampling locations and depths).

3. Acoustic Consultant

You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The council's supplementary planning document on Sustainable Design and Construction requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 4) Department of transport: Calculation of road traffic noise (1988); 5) Department of transport: Calculation of railway noise (1995); 6) Department of transport : Railway Noise and insulation of dwellings.

4. Drainage

It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

5. Traffic Sensitive Roads

The applicant is advised that Colindale Avenue is a Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Highways Manager should be consulted in this

respect.

6. Community Infrastructure Levy

The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a £378,595 payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £1,460,295 payment under Barnet CIL.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

If affordable housing or charitable relief applies to your development then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The Community Infrastructure Levy becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us: cil@barnet.gov.uk.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan (published July 2011) and the development plan documents in the Barnet Local Plan (adopted September 2012). These statutory development plans are the main policy basis for the consideration of this planning application. A number of other documents, including supplementary planning guidance and national planning guidance, are also material to the determination of the application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out in subsequent sections of this report dealing with specific policy and topic areas. This is not repeated here.

The officers have considered the development proposals very carefully against the relevant policy criteria and, for the reasons set out in this report, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan.

The London Plan

The London Plan (adopted July 2011) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes); 3.13 (Affordable Housing Thresholds); and 3.16 (Protection and Enhancement of Social Infrastructure)

London's Economy:

4.1 (Developing London's Economy); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change:

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.9 (Overheating and Cooling); 5.10 (Urban Greening);

5.11 (Green Roofs and Development Site Environs); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces:

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.8 (Heritage Assets and Archaeology); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); 7.19 (Biodiversity and Access to Nature); and 7.21 (Trees and Woodlands)

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

Barnet Local Plan

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)

CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

CS5 (Protecting and enhancing Barnet's character to create high quality places)

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM06 (Barnet's Heritage and Conservation)

DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM10 (Affordable housing contributions)
DM14 (New and existing employment space)
DM15 (Green belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents

A number of local and strategic supplementary planning guidance and documents are material to the determination of the application.

- Sustainable Design and Construction (April 2013)
- Residential Design Guidance (April 2013)
- Planning Obligations (April 2013)
- Affordable Housing (February 2007)

Strategic Supplementary Planning Documents and Guidance:

- Accessible London: Achieving an Inclusive Environment (April 2004)
- Sustainable Design and Construction (May 2006)
- Health Issues in Planning (June 2007)
- Wheelchair Accessible Housing (September 2007)
- Planning for Equality and Diversity in London (October 2007)
- All London Green Grid (March 2012)
- Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
- Land for Industry and Transport SPG (September 2012)
- Housing (November 2012)

National Planning Policy Framework

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. The NPPF is a key part of reforms to make the planning system less complex and more accessible.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications, such as this proposal, which are considered to accord with the development plan.

The NPPF seeks to significantly boost the supply of market and affordable housing (para 47); encourages good design to make places better for people (para 56) and sustain and enhance the significance of heritage assets (para 126); and encourages mitigation of climate change through low carbon and decentralised energy (paras 93-97).

The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the obligations set out in Recommendation 1 of this report.

The Three Strands Approach

In November 2004 the Council approved its "Three Strands Approach", setting out a vision and direction for future development, regeneration and planning within the Borough. A second edition of the document was published in 2008.

The approach, which is based around the three strands of Protection, Enhancement and Growth, will protect Barnet's high quality suburbs and deliver new housing and successful sustainable communities whilst protecting employment opportunities. The third strand 'Growth' responds to Barnet's significant growth potential and sets out how and where sustainable strategic growth, successful regeneration and higher density can take place across the borough.

The Three Strands Approach establishes Colindale as one of three strategic opportunity areas for high quality sustainable growth within Barnet where 10,000 new homes are expected to be delivered.

Colindale Area Action Plan (AAP)

The Colindale AAP was adopted in March 2010. This provides a planning policy and design framework to guide and inform the development and regeneration of Colindale up to 2021 in response to the London Plan's designation as an Opportunity Area.

The AAP outlines four character areas, the "Corridors of Change", which contain specific development policy objectives for redevelopment. It also identifies a number of key infrastructure improvements needed to support the delivery of growth in Colindale.

The former Colindale Hospital is within the Colindale Avenue Corridor of Change and is identified as a key development site which is appropriate for residential-led development. Colindale AAP Policy 4.1 sets out the following requirements for development in Colindale Avenue Corridor of Change:

- Develop a dynamic new public transport interchange and associated pedestrian piazzas on Colindale Hospital/Station House site, British Library site and Peel Centre West site;
- Provide a sustainable mix of uses to create a new, vibrant neighbourhood centre for Colindale, with a range of retail and commercial provision, education, health and other community uses;
- Provide a sustainable and walkable neighbourhood centre including convenience food store provision of up to 2,500sqm supported by a range of associated shops and services to meet local needs;
- Improve the quality of and access to Montrose Park;
- Provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha;
- Provide safe, direct, legible and attractive pedestrian and cycle routes to and from the centre;
- Transform Colindale Avenue into an elegant, high quality urban route, attractively landscaped and lined by buildings of the highest architectural standards;
- Provide a package of transport improvements, in accordance with Policy 3.1, to create a more connected and legible Colindale and manage levels of congestion;
- Support the relocation of Barnet College to a new purpose built building close to Colindale Station;

In the Colindale Avenue Corridor of Change, between 2007 and 2021, approximately 2,370 new homes are expected to be developed and 200 new jobs generated.

Other policies relate to high quality urban design (policy 5.1), building heights (policy 5.3), open space provision (policy 5.6), play space provision (policy 5.7), energy (policies 6.1 and 6.2), sustainable buildings (policy 6.3), drainage (policy 6.5), residential mix and density (policy 7.1), healthcare provision (policy 7.3), retail provision (policy 7.4), new jobs (policy 7.5) and education provision (policy 7.6).

The adopted Colindale AAP is a material consideration, under Section 38(6) of the Planning and Compensation Act 2004, in the determination of any planning applications for sites within the AAP area.

1.2 Relevant Planning History

Application Ref.	Address	Description of Development	Decision and Date
W01208AA/01	Colindale Hospital, Colindale Avenue, London NW9 5HG	Construction of three-storey residential care unit, access and car parking in the north eastern corner of the site.	APPROVED 11/05/2001
H/01159/08	Colindale Hospital, Colindale Avenue, London NW9 5HG	Demolition of curtilage buildings to Listed Hospital Administration Block.	APPROVED 02/12/2008
H/00395/09	Colindale Hospital, Colindale Avenue, London NW9 5HG	Enabling works application for the provision of new site access, spine road with footpaths, emergency access to the health protection agency together with associated sub-surface infrastructure.	APPROVED 03/06/2009
H/00342/09	Colindale Hospital, Colindale Avenue, London NW9 5HG	Redevelopment of the former Colindale Hospital to include the erection of 714 residential units including the change of use and conversion of the listed former Administration building to residential, a new primary care trust facility (Use Class D1) of 1,132sqm, commercial units (Use Class A1/A2//A3/B1) and site management office (Use Class D1/B1), together with access roads, car parking and cycle parking, new public and private open space, children's play space and landscaping. Application includes the submission of an Environmental Statement.	APPROVED 20/11/2009 following completion of Section 106 Agreement
H/00343/09	Land at Station House	The demolition of Station	APPROVED

	and part of Colindale Hospital, Colindale Avenue, London, NW9 5HG	House and construction of a 293 bed, part 6, part 13 storey Aparthotel of up to 8965sqm, together with a 369sqm restaurant (Use Class A3) and three ground floor commercial units (Use Class A1/A2/A3) totalling 780sqm with associated access, car parking and landscaping, retention of and alterations to the Colindale Underground station building and the provision of a new public square and a transport interchange incorporating bus stops, taxi rank and associated landscaping.	20/11/2009 following completion of Section 106 Agreement
H/01594/10	Former Colindale Hospital, Colindale Avenue, London NW9 5HG	Environmental Impact Assessment - Scoping Opinion	Scope Opinion Agreed 15/09/2010
H/02041/10	Former Colindale Hospital, Colindale Avenue, London NW9 5HG	Amendment to a building in the course of construction in accordance with planning permission H/00342/09 comprising the replacement of the approved PCT facility with floorspace on the ground floor for a use within Class A1, A2, A3, B1 or D1 of the 1995 Use Classes Order (as amended) and 12 residential units on first and second floors. Minor alterations to elevations.	APPROVED 30/09/2010
H/03864/11	Development Site Formerly Known As Colindale Hospital, Colindale Avenue, London (including Elysian House, Birch Court and Willow Court, Colindale Avenue, NW9)	Environmental Impact Assessment - Screening Opinion	Environmental Statement not required 17/10/2011
H/04605/12	Development Site Formerly Known As Colindale Hospital, Colindale Avenue, London (including	Environmental Impact Assessment - Screening Opinion	Environmental Statement not required 21/12/2012

	Elysian House, Birch Court and Willow Court, Colindale Avenue, NW9)		
H/04541/11	Land at the rear of the former Colindale Hospital Site comprising former NHSBT expansion site, Birch Court, Willow Court and Elysian House, Colindale Avenue, London NW9 5DZ	Demolition of existing buildings and construction of 240 flats within three separate blocks ranging from four to seven storeys in height, together with associated car parking, landscaped public and private open space and new public square.	APPROVED 29/03/2012

1.3 Pre-Application Consultation

A Statement of Community Consultation has been submitted with the application. This outlines how the applicant has undertaken their own consultation with the local community in Colindale.

A consultation letter was issued to 253 addresses within the consultation area (as marked in red within the submitted statement of Community Involvement document) on the 28th November 2012. The letter provided details of the new application, together with an explanation of how it compares to the previous outline application for the site. The letter asks recipients for their comments on the proposals and included contact details for the agent.

Letters were issued to the Chair of the Aeroville Residents Association and local ward Councillors.

Hallmark Estates, NHS and NHS Blood and Transplant (NHSBT) were also advised of the new proposal.

1.4 Public Consultation and Views Expressed

A total of 1620 local residents and businesses were consulted by letters on the 23rd November 2011. A site notice was displayed on the 24th November 2011. Statutory bodies were also consulted.

Neighbours Consulted: 851	Replies: 18
Neighbours Wishing To Speak 3	18 in objection

Comments from Residents

The representations received have been grouped by topic and are summarised below. A brief officer response is provided and all issues are fully addressed in the Planning Appraisal section of this report.

Highways, Transport and Parking

- There is already a huge effect on local traffic,
- More flats will bring more congestion and disruption to an already busy area
- Effect on access
- Parking is insufficient at less than 1:1 car parking spaces
- Parking problems associated with the Pulse development - shortage of parking spaces and issues arising from the pressure from the parking shortage
- Traffic and parking is already causing a problem and not all the flats are fully occupied yet
- More flats will mean nowhere to park
- Overcrowded public transport and lack of transport infrastructure in place to support the development and not in line with the aspirations of the Colindale AAP

Officer Response:

- *The Transport Assessment for the application has been reviewed by the Council's Highways Officers and demonstrates that the impact of the proposed development is unlikely to result in any significant detrimental impact on the flow of traffic to the local highway network or highway safety. The proposed development would have fewer associated trips when compared to the potential trips generated from a 17,000sqm college facility. The junction and access arrangements have been designed to accommodate the level of traffic associated with the scheme.*
- *Given the proximity of the site to Colindale Underground Station and bus services on scheme to encourage the use of other means of transport to the car, the existing CPZ and it's proposed extension in the local area, the proposed car parking provision of 0.7 spaces per unit is sufficient and accords with London Plan and Colindale AAP policy.*
- *Car parking within the Pulse development is subject to a Parking Strategy and Management Colindale Avenue, and in view of the Travel Plan initiatives that will be secured for the Plan. Parking is now being monitored and enforced.*

Local Facilities

- Lack of infrastructure (schools, recreation facilities, community facilities, doctors) to support this development

Officer Response:

- *This application will deliver a Barnet CIL contribution of £1,460,295. This can be used towards delivering infrastructure identified in the Colindale AAP including highway improvements and transport, education and health facilities to service the growing community. Furthermore, as a result of Barnet and Southgate College not relocating to the former hospital site, a contribution of £1.9million will be made by the developer towards education provision in the area. The application is considered to satisfactorily mitigate the impact of the proposed development.*

Neighbouring Amenities

- Increase in units on the site
- Density and over development of the site
- Unsustainable increase in population
- Impact on neighbouring properties, both within the Colindale Hospital development and surrounding properties to the north-east and east, with regards to loss of light, privacy and overlooking given the scale and height of the proposed buildings
- The development will be overbearing on surrounding residential properties
- The development will result in noise and disturbance

Officer Response:

- *The Colindale Area Action Plan (2010) identifies the former Colindale Hospital site and land around Colindale Tube Station for residential-led, mixed use development as part of the target to deliver 10,000 new homes in the Colindale Opportunity Area. The proposed residential density is considered to be appropriate having regard to the accessible location, the density of the approved development on the main Colindale Hospital site, the London Plan density Matrix and Colindale AAP Policy 4.1. All of the proposed flats will meet or exceed the minimum internal space standards set out in Table 3.3 in the London Plan. The blocks are designed with reference to the London Housing Design Guidelines (GLA). A high proportion of the flats are dual aspect.*
- *The height and siting of the new buildings have been designed to step down towards the residential properties to the north-east and east and are angled to prevent direct views towards these properties. There is considered to be adequate separation distances between the proposed buildings and the habitable rooms of neighbouring properties to ensure that the privacy of neighbouring occupiers is not unacceptably impacted upon. The scale and separation are also considered sufficient to ensure that the proposed development is not overbearing in relation to outlook from the existing properties.*
- *A Daylight and Sunlight Assessment has been submitted with the application. The report concludes that 78% of the neighbouring windows assessed achieve VSC of greater than 27% or will experience a nonmaterial loss of less than 20%. Importantly, all rooms, except one in the neighbouring building (Block L) within the Pulse development, achieve or exceed the recommended minimum levels of ADF. The room which fails already does so at the present time and so the proposed development would not worsen this. The report also assesses the impact on 3-10 Aeroville, 1-12, 13-24 and 25-30 Curie Gardens. These properties are located to the north-east and east of the site on the other side of the railway. The report demonstrates that all windows serving habitable rooms within these properties will achieve a VSC of greater than 27% or 0.8 times the existing value following the implementation of the proposals. The proposals will therefore achieve the VSC tests and the BRE Guidelines are met and it is shown that the proposed development would not result in detrimental loss of sunlight or daylight to neighbouring properties.*
- *The proposed uses are compatible with the land use character of the area and in accordance with the aspirations of the Colindale AAP and are not considered to be uses that will result in increased noise and disturbance to existing properties. The application has been reviewed by the Council's Environmental Health Department in this regard and, subject to the imposition of conditions relating to noise from plant and equipment, are satisfied with the proposals.*

Design and Heritage

- Out of scale with the appearance of the buildings in the area
- Buildings are too big and the density is too high
- Blocks should not exceed 5 storeys
- Blocks are too close together
- Effect on a Aeroville which is now a listed building
- Impact of the proposed development on the character of the neighbourhood and reduction in the open aspect

Officer Response:

- *The proposed block layout completes the urban grain of the masterplan for the Colindale Hospital site. The blocks are considered to create a well considered and legible street pattern with clear definition between fronts and backs whilst framing the key public spaces within the masterplan.*

- *The scale of the proposal reflects the building scale and form established in the main Colindale Hospital development while also responding to the site's immediate location adjacent to the underground line and opposite existing housing, including the listed 'Aeroville' buildings. The taller building heights are focused on the existing spine road (Charcot Road) which runs through the main Colindale Hospital development, and the central square. The heights then step down to the boundary of the site. The scale is considered to be appropriate for the site, respecting both the scale of the adjacent completed development, the consented Aparthotel as well as the existing lower scale housing to the north east.*
- *English Heritage have been consulted on the application and raised no objections. Aeroville was listed after the main development on the former hospital site was granted planning permission. Therefore the setting of Aeroville is already within the context of the scale, design and appearance of the existing blocks constructed on the hospital site. The proposed development is therefore concluded to have a neutral impact on the setting of the Grade II listed Aeroville.*

Nature conservation

- Effect on nature conservation with the loss of trees

Officer Response:

- *Many of the trees on the site will be retained, including those adjacent to the underground line and the Category A oak tree which will provide the centrepiece for the new courtyard garden. Thirty four new trees will be planted along the street frontages, 'arrival square' and podium garden. The landscape strategy for the site will also create new ecological habitats and improve the site's biodiversity.*

Other

- Whether the use would be appropriate for the area
- Decreased value of neighbouring properties
- Flats are just attracting investors and transient occupiers
- There is rampant crime in the area. The proposed development will result in and increased risk of crime in the area

Officer Response:

- *The principle of the residential led, mixed use development on the site fully accords with the development plan policies and Colindale AAP designations for the site.*
- *Impact on property values is not a material planning consideration and is not considered to hold sufficient planning merit or weight in refusing the application.*
- *The development of 157 new homes will make a contribution towards achieving the Colindale AAP target to deliver 2,370 new homes and 200 jobs by 2021 in the Colindale Avenue Corridor of Change.*
- *Barnet Borough Police have been consulted on the application, specifically the Crime Prevention Design Advisor and no objections have been raised. Furthermore, the CPDA has had input into the scheme at pre-application stage to ensure that the physical design of the proposed buildings accord with the principles of Secured by Design.*

1.5 Consultation Responses from Statutory Consultees and Other Bodies

Environment Agency – no objection

The EA have provided comments:

In line with the London Plan the applicant should implement water efficiency measures and aim to achieve a maximum water use of 105 litres/head/day (l/h/d), equivalent to level 3/4 for water within the Code for Sustainable Homes. Achieving a water efficiency standard of 105 l/h/d within new homes can be accomplished using low/dual flush toilets, low flow/aerated taps and showerheads and efficient appliances (dishwasher and washing machines). It does not necessarily require rain or greywater technologies.

This site is in Flood Zone 1 and is under a hectare. The main flood risk issue at this site is the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere.

English Heritage – no objection

English Heritage have no objections to the application and has advised that the application can be determined in accordance with the national and local policy guidance.

Natural England – no objection

Natural England has advised that the application is in close proximity to Brent Reservoir Site of Special Scientific Interest (SSSI). However, given the nature and scale of this proposal, Natural England is satisfied that there is not likely to be an adverse effect on this site as a result of the proposal being carried out in strict accordance with the details of the application as submitted. Natural England therefore advise that the SSSI does not represent a constraint in determining this application.

Natural England welcome the inclusion of both green and brown roofs in this proposal. They also welcome the opportunity for enhancements to biodiversity such as the incorporation of roosting opportunities for bats, the integration of bird nest boxes in built structures, habitat for slow worms and the use of native and nectar rich species in the landscape planting.

Greater London Authority (GLA) – Stage 1 Response

The GLA (letter and detailed Stage 1 Planning Report dated 3 January 2012) states that London Plan policies on opportunity areas, housing, affordable housing, density, child playspace, design, inclusive design, noise, climate change mitigation and adaptation and transport are relevant to the application. The application generally complies with the London Plan although further discussion is needed on the following matters:

- **Housing and affordable housing:** Justification is needed for the tenure split and the viability assessment needs to be interrogated to ensure the maximum reasonable amount of affordable housing has been secured.
- **Density:** The applicant should confirm how the density has been calculated.
- **Child playspace:** the applicant should confirm the size of the playspace which is proposed.
- **Design:** In summary the applicant is advised to ensure that the courtyard to Block 1 is secure and accessible only to residents of the block and to gate the access to the aparthotel south of Block N2.
- **Climate change mitigation and adaptation:** the applicant should confirm that the savings proposed are in regulation carbon dioxide reductions.
- **Transport:** the proposals are considered compliant with the London Plan subject to CIL payment. The level of EVCP will need to be secured as part of the Section 106 agreement, along with the travel plan while both a CIP and DSP should be secured by planning condition.

Officer Response

- *The viability assessment has been independently appraised by BNP Paribas on behalf of the Council. BNP Paribas have reviewed all of the viability appraisal inputs provided by Fairview and indicate that these assumptions are within an acceptable range for a development of this type given current market conditions. As with the assessment of the previous phase of the development on the Colindale Hospital site, BNP Paribas have concluded that the price paid together with the overage as indicated in the applicant's submission reflects a fair and reasonable price for the site and that the proposed level of affordable housing at 17% has been optimised, based on current market values and taking into consideration the lack of affordable housing grant. The tenure split to provide all of the affordable units as Affordable Rent reflects the specific housing needs in Barnet and the Colindale area specifically. The split has been agreed with the Council's housing officer.*
- *The density has been calculated on the following basis:
Site + half width of surrounding streets = 0.79ha
157 dwellings / 0.79ha = 199 u/ha
464 hab rooms / 0.79 = 587 hr/ha
The proposed residential density is considered to be appropriate having regard to the accessible location, the density of the approved development on the main Colindale Hospital site, the London Plan density Matrix and Colindale AAP Policy 4.1. The development will provide flats in accordance with the London Plan space standards.*
- *The N1 Podium deck garden provides approximately 415sqm of communal gardens / informal playspace. The courtyard garden between the two buildings is approximately 660sqm and again will be available for informal play. The provision of children's play space should be considered in the context of the overall development of the former Hospital site and the amount and quality of the play space delivered the main development. The development will also provide a new pedestrian link into Montrose Park which will open up access to the park and facilities for the residents of the development and wider area. The application site is also within 150m of Colindale Park and the Locally Equipped Area of Play.*
- *The N1 podium deck garden will only be accessible to N1 residents through the block cores. The courtyard garden between the two buildings will be gated and accessible to residents of the two proposed blocks only. The road to the south of building N2 is not within the application site and is an existing part of the street infrastructure. It will serve both the Aparthotel and the southern part of the site, including the servicing lay-by to be provided at the side of this access road. As such, it is considered that restricting access to this shared access road would not be appropriate and could potentially cause queuing back onto the roundabout with vehicles waiting to obtain access.*
- *Conditions requiring the provision of EVCPs, Construction Management Plan and Delivery Servicing Plan is proposed.*

Transport for London – no objection

TfL have no objections to the application. They have made the following comments:

- The proposed car parking ration of 0.7 spaces per unit is compliant with the London Plan Policy 6.13 "Parking" and given that this provision represents a reduction from previously agreed car parking numbers as part of the previous scheme for this site, this is supported. It is also noted that the scale of development is also reduced.
- TfL understands that Electric Vehicle Charging Points (EVCP) will be provided for all uses in accordance to London Plan policy 6.13 "Parking" standards, which is welcomed. This represents 22 active spaces and 22 passive spaces. It is

recommended that the monitoring of EVCP use be included in the Travel Plan monitoring and a trigger be agreed when passive charging points are required to be brought into operation. TfL is however content for this to be subject to a planning condition or obligation.

- The trip rates and transport impact were previously assessed as part of Phase 2 of this development and that given the decrease in quantum for Phase 3 it is accepted that the impact will be less. Therefore the approach to trip generation and mode share presented in the TA is considered acceptable and therefore in line with London Plan Policy 6.3 “Assessing the Impacts of Development on Transport Capacity”. The assessment of the impacts on the TLRN, SRN and traffic modelling presented in the revised Transport Assessment (TA) is considered acceptable and therefore in line with London Plan Policy 6.3 “Assessing the Impacts of Development on Transport Capacity”. TfL continues to support the need to upgrade the Colindale Avenue/A5 junction but wishes to discuss further with the council the operation of buses in the Colindale area.
- The proposed cycle parking spaces for residential and commercial use comply with the London Plan Policy 6.9 “Cycling” standards.
- A residential Travel Plan for Phase 3 has been submitted as part of the application, which is welcomed. This has been prepared in a consistent manner to those of Phase 1 and Phase 2 and therefore includes travel plan measures which have been previously agreed with LBB and TfL.

Thames Water - no objection subject to condition

Thames Water has advised that with regard to sewerage infrastructure they have no objection to the application.

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water Thames Water recommend that the applicant ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water.

Thames Water recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities.

Veolia Water - no reply

Barnet Police - no objection

The Barnet Police Crime Prevention Design Advisor has confirmed (response dated 30 January 2013) that they have no objections in principle to the development proposals. They have advised that Secured By Design principles should be considered in relation to the development. These primarily relate to crime reduction principles regarding lighting, perimeter boundary treatments, security standards for doors and windows, communal entrances, cycle storage, refuse bin stores, and natural surveillance.

London Borough of Brent - no reply

1.6 Internal Consultation responses

Highways Group

The Highways Officer has confirmed that the proposal is acceptable on highway grounds subject to the submission of a travel plan for the development that includes measures and incentives approved for the travel plan for the main Colindale Hospital development as set out in the Heads of Terms of this report, and subject to conditions included in the recommendation.

A detailed assessment of traffic, parking and transport matters is provided in **section 3.14** of this report.

Environmental Health

The Environmental Health Officer has commented on the application and has no objections subject to conditions being imposed in relation to noise insulation, noise levels and contaminated land.

Housing

The proposed mix of affordable housing units has been agreed with the Council's Housing Officer. All of the affordable units will be provided as Affordable Rent.

2. DESCRIPTION OF SITE AND PROPOSED DEVELOPMENT

2.1 Site and Surrounding Area

The application relates to an irregular shaped site of approximately 0.68 hectares within the former Colindale Hospital site. The original Colindale hospital buildings were demolished in 2009. The site has been cleared and is relatively flat with existing trees along the boundary with the underground line.

The site was formerly earmarked for the relocation of Barnet College from their existing site on Grahame Park Way. The plot of land is located between an 8 storey block of flats to the north-west (part of the 'Pulse' development by Fairview New Homes) and the site of the approved 7 to 18 storey Aparthotel block to the south east. The site is bound by Charcot Road to the south-west which forms the main access road through the Pulse development. To the rear (north-east) the site is bounded by the northern line Underground Railway Line beyond which residential properties are located in Curie Gardens and Aeroville (a Grade II Listed Building). New blocks of residential flats forming the Pulse development are located to the north east and south of the site. (See site plan at back of this report).

The site retains a number of trees including along its boundary with the underground line. Trees are the subject of a blanket Tree Preservation Order and include a Category A Oak tree of high value. The remainder are Category B moderate quality (6 trees) and Category C low quality (16 trees) and category U unsuitable for retention (6 trees / stumps).

The site is accessed from Charcot Road which is the new road that has been constructed as part of the main Pulse development on the hospital site. This road also provides access through to the NHSBT building. There is currently no pedestrian access through to Montrose Park.

The site (at the junction with Colindale Avenue) has a PTAL rating of 4 ("Good" accessibility). It is in easy walking distance (120 m) of Colindale underground station – on the Edgware

branch of the Northern Line. Overground rail services are provided at Mill Hill and Hendon national rail stations, located approximately 35 minutes walk to the north and south of the site respectively. There are a number of bus routes with stops at Colindale Station and on Colindale Avenue, within very short walking distance of the site:

- 204 Edgware – Sudbury Town
- 303 Edgware – Colindale
- N5 Edgware – Trafalgar Square

These are also bus routes accessible from the A5 Edgware Road, including:

32 Edgware – Kilburn Park

292 Edgware – Wetherley Road

N16 Edgware – Victoria

The site is not in an area of flood risk.

The immediate area around the site a mixed residential / commercial area with residential suburbs beyond.

Large retail warehouses and foodstores are located on Edgware Road. There are a number of existing major Government institutions in the vicinity of the site including the NHS Blood and Transplant Service and the Health Protection Agency both a short distance to the west of the site.

Further north are Montrose Park, and Silkstream Park providing playing fields, sports facilities and playspace. Colindale Park is on the opposite side of Colindale Avenue from the junction with Charcot Road.

Significant development is taking place in the wider Colindale area including the Beaufort Park development, redevelopment of Grahame Park Estate and the development of on the former Brent Works site. The British Library Newspaper Storage building is located opposite the main entrance to the Pulse development. This is identified as a key development site within the Colindale AAP.

2.2 Development Already Approved

Planning permission was granted in November 2009 (ref H/00342/09) for the redevelopment of the majority of the former Colindale Hospital site (4.4 hectares) comprising the following:

1. Construction of 714 residential units comprising 697 flats and 17 houses. This includes the provision of 193 affordable homes which equates to 30% affordable housing by habitable rooms;
2. Restoration of the listed Administration Building and its conversion to residential flats;
3. Construction of a new Primary Care Trust facility of 1,132sq m;
4. A 45sqm commercial unit (Use Class A1/A3);
5. A site management office and Safer Neighbourhood Centre (Use Class B1/D1);
6. Provision of a single Energy Centre and district Combined Heat and Power network to serve the whole development;
7. New junction and altered access into the site from Colindale Avenue together with new Spine Road through the site to serve the development and existing neighbours including the NHS Blood and Transplant facility;
8. New public and private open space, children's play space and communal courtyards and

hard and soft landscaping.

The marketing name for this development is 'Pulse'.

A separate application was approved at the same time as the main development on the hospital site for the redevelopment of Station House to create a transport interchange and public piazza outside Colindale tube station, together with a 305 bedroom, part six part 13 storey, aparthotel and other commercial uses (Ref: H/00343/09). The two applications were supported by a Masterplan to show how the two schemes would fit together as a comprehensive development of the site to deliver the key objectives of the Colindale AAP.

Planning permission was subsequently granted on 30 September 2010 to replace the PCT facility within Block A with alternative commercial uses (Classes A1, A2, A3, B1 and/or D1) on the ground floor and 12 residential units on the first and second floors, following a decision by the PCT that it did not need the accommodation (Ref: H/02041/10). A linked Unilateral Undertaking provided for Fairview New Homes to make a financial contribution towards meeting the cost of healthcare provision arising from the development.

Construction of the approved development at the Colindale Hospital site is now well advanced with the majority of the buildings completed and occupied. The Energy Centre has been installed and brought online. The restoration and conversion of the Listed former hospital administration building has been completed and the new public piazza next to Colindale Tube Station has been laid out and opened along with a new bus layby and pelican crossing installed on Colindale Avenue.

In February 2012 planning permission (H/04541/11) was granted for the development of plots of land at the rear of the Colindale Hospital site including Birch Court and Willow Court; land previously identified for potential expansion of the NHS Blood and Transplant service; and Elysian House a mental health short stay care facility owned by the Barnet, Enfield and Haringey Mental Health Trust. The approved scheme comprises the construction of 240 new flats within three separate blocks ranging from four to seven storeys in height, together with associated car parking, landscaped public and private open space and a new public square designed as a continuation of the street and block layout of the approved development on the main Colindale Hospital site. The scheme will also provide a new pedestrian and cycle link into Montrose Park. Construction of this development has now begun on site.

2.3 Description of Proposed Development

The application seeks full planning permission for the erection of two buildings providing a mix of residential (157 units) and commercial (242 sq.m) uses.

The housing mix is set out in the table below. 25% of the new homes will be family-sized three-bedroom flats and maisonettes. A total of 27 affordable housing units are proposed on site, equivalent to 17.2% of the number of units; 19.2% of the habitable rooms; and 19.4% of floorspace. All of the new dwellings will be built to Lifetime Home Standards. Fourteen of the units (9%) will be adaptable to being wheelchair accessible.

Accommodation schedule

No. of bedrooms	Size Range (Sq.m)	Building N1	Building N2	Total	Mix
Market Housing					
1 bed (1 person)	37-49	8	3	11	33%
1 bed (2 person)	50-67	15	17	32	
2 bed (3 persons)	62-76	29	11	40	45%
2 bed (4 persons)	71-85	14	5	19	
3 bed (4 persons)	80-87	6	3	9	22%
3 bed (5 persons)	86-88	9	10	19	
TOTAL		81	49	130	100%
Affordable Housing					
1 bed (2 person)	51	4		4	15%
2 bed (3 persons)	61-85	7		7	44%
2 bed (4 persons)	71-74	5		5	
3 bed (5 persons)	87-101	11		11	41%
TOTAL		27		27	100%
All Housing					
1 bed (1 person)		8	3	11	30%
1 bed (2 persons)		19	17	36	
2 bed (3 persons)		36	11	47	45%
2 bed (4 persons)		19	5	24	
3 bed (4 persons)		6	3	9	25%
3 bed (5 persons)		20	10	30	
TOTAL		108	49	157	100%

The proposed buildings comprised Block N1 and N2. These are described below.

Building N1

Building N1 ranges from five to nine storeys in height, with the tallest element at the south facing onto Charcot Road. The building faces onto Charcot Road and follows the same alignment as the existing blocks on the opposite side of Charcot Road. The block is U-shaped in plan with a central raised podium courtyard.

A small (62sq.m) commercial unit is proposed at the southern corner of the ground floor. This would be for uses falling within Use Classes A1, A2, A3, B1 or D1. The remainder of the building accommodates a total of 108 flats. Car parking spaces are provided within an undercroft car park (39 spaces), and fronting the access road running at right-angles from Charcot Road (19 spaces) and the vehicular access to the undercroft (26 spaces). On the deck above the undercroft car park is a podium-level communal landscaped garden for the

residential properties. Access to the residential accommodation is via five cores located on the west, south and east facades, each with stairs and a lift. Each ground floor unit will have its own street front door.

Building N2

Building N2 is L-Shaped in plan form and comprises six to nine storeys with the tallest element at the south east corner adjacent to the Aparthotel building.

The building is aligned with the underground railway line to the north and set back at an angle from Charcot Road to provide a public space which is proposed to be landscaped with trees.

A total of 180sqm of commercial floorspace is proposed on the ground floor of this block fronting Charcot Road. This space is proposed for a range of uses within Use Classes A1, A2, A3, B1 or D1. The space could be occupied by as a single unit or subdivided. The remainder of the building accommodates 49 flats. Car parking spaces (28) are provided to the north-east of the building, with access via the north spur off the Charcot Road roundabout. Access to the residential accommodation is via two cores located on the south east and north west facades, each with stairs and a lift. Each ground floor unit will have its own street level front door.

Cycle Parking

A total of 205 covered secure storage spaces will be provided for residents' (193 spaces) and commercial occupiers' (12 spaces) cycles within stores located in each building.

Car Parking

A total of 112 dedicated spaces are provided in undercroft locations and onstreet for the use of residents (110 spaces) and commercial occupiers (2 spaces); all within the application boundary. Fourteen spaces suitable for wheelchair-users are provided – 12 associated with Building N1 and two with N2.

Servicing

A dedicated servicing bay for the commercial uses is provided adjacent to the north spur off the Charcot Road roundabout.

Waste Management and Recycling

Five refuse and recycling areas are provided within Building N1 and two in Building N2 for the use of residents. Separate refuse and recycling storage is provided adjacent to the commercial units.

Amenity Space, Landscaping and Public Realm

The new buildings will be set within an attractive soft and hard landscaped setting. Trees will be retained adjacent to the underground line, where they will continue to provide visual amenity / screening and noise attenuation, and a setting for the new parking court. The mature oak tree will also be retained and provide a focus for a new courtyard garden between the buildings. The new garden will be for use by residents only.

A podium deck garden on block N1, with small trees, hedges and flowering plants will also provide communal amenity space for residents. Every residential unit will have its own private amenity space – a balcony or terrace, or in the case of ground floor units a small garden. In Building N1, first floor units will also have small private gardens facing onto the podium courtyard. The communal courtyard will be shared by all residents of Building N1.

A public 'arrival square' is proposed to the south west of set-back building N2, with parallel lines of trees and seating.

Supporting Documents

The following documents have been submitted with the application:

- Planning Statement
- Design and Access Statement including Refuse and Recycling Strategy (prepared by Amanda Reynolds Urbanism and John Pardey Architects)
- Cultural Heritage Desk Based Assessment (prepared by CGMS)
- Transport Assessment and Travel Plan (prepared by URS)
- Sustainability Statement including checklist and BREEAM / Code for
- Sustainable Homes Assessments (prepared by Think Three)
- Energy Strategy Statement (prepared by Think Three)
- Biodiversity Statement (prepared by Ecology Solutions)
- Tree Survey and Impact Appraisal (prepared by Mark Cooper Associates)
- Landscape Design Strategy (prepared by Mark Cooper Associates)
- Flood Risk Assessment and Drainage Strategy (prepared by URS)
- Foul Sewage and Utilities Assessment (prepared by URS)
- Noise Assessment (prepared by SKM Enviros)
- Air Quality Assessment (prepared by SKM Enviros)
- Daylight and Sunlight Assessment (prepared by CHP)
- Affordable Housing Statement (prepared by FNH) - submitted on a
- confidential basis
- Statement of Community Involvement (prepared by GKA Limited)

2.5 Environmental Impact Assessment

The Council issued an EIA Screening Opinion on the 21st December 2011 (ref: H/04605/12) which concluded that the characteristics of the proposed development, its location and the nature of the potential impacts arising from the development are such that it would not be likely to give rise to significant effects on the environment, in the sense intended by the Environmental Impact Assessment Regulations (2011). Whilst the proposals amount to a Schedule 2 development, it was considered that the proposals do not constitute an EIA development and that an Environmental Statement was not required to be submitted with the application. Notwithstanding this, the application is supported by a comprehensive suite of documents which adequately assess the impacts of the proposal and set out suitable mitigation.

3.0 PLANNING APPRAISAL

3.1 Principle of development

Generally, policy at all levels encourages the regeneration of brownfield sites such as this, bringing them back into economically, socially and environmentally beneficial uses. Specifically, policies within the London Plan, Core Strategy and CAAP encourage residential-led redevelopment on the site of the former hospital, providing a mix of uses, within sustainable and well-designed buildings which respond to context and provide good standards of amenity.

Barnet and Southgate College

The application site was identified as a potential location for the relocation of Barnet College (now merged with Southgate College) from their existing campus at Grahame Park Way which is no longer fit for purpose. The original planning consent for the redevelopment of the hospital site (Ref: H/00342/09) reserved the site for such use. This was secured through the Section 106 Agreement with an obligation to transfer the land to Barnet College. However the obligation secured the land until December 2011, after which time it was to be released for alternative development.

Under the terms of the section 106 agreement attached to the planning permission for the main Colindale Hospital development (H/00342/09), Schedule 2, Paragraph 30(d) states:

“That the Owner shall be discharged from the obligations in paragraphs 28 and 29 above in the event that:

- (d) Barnet College does not enter into an agreement for the transfer of a freehold or leasehold interest of the College Land before 15 December 2011.”*

The following liability in Paragraph 31 automatically becomes applicable:

“In the event that the Owner is discharged from its obligations in paragraphs 28 and 29 of this Schedule it shall:

- (a) be at liberty to transfer the College Land to any third party and/or may apply for planning permission in respect of the residential-led redevelopment of the College Land or such other use of it as the Owner sees fit; and*
- (b) pay the Education Contribution to the Council in the following instalments:*
 - (i) £662,333 on Occupation of the 300th Residential Unit;*
 - (ii) £662,333 on Occupation of the 400th Residential Unit;*
 - (iii) £662,334 on Occupation of the 600th Residential Unit.*

The College no longer requires the application site to relocate its facilities and is instead seeking to deliver a new facility as part of Phase 1B of the Grahame Park Estate Regeneration scheme, specifically Plot A8 at the southern end of the Grahame Park Site which is close to Colindale Underground Station and the transport interchange. This will mean that the College remains in the Colindale area as part of its strategy to serve the west of the borough. In July 2012, the Council (Cabinet Resources Committee) resolved to seek to facilitate the Colleges' relocation to the new site at Grahame Park, including a land-swap agreement to develop the existing Barnet College Grahame Park Way site for residential. With the College's new plans to relocate to the A8 plot within Phase 1B of Grahame Park Estate, there is no requirement for a college facility on the application site. It is therefore considered appropriate to consider alternative uses for the land.

As a result of the College not taking up the plot within the site, a financial contribution of £1.92million from Fairview New Homes to the Council towards education provision in the area will be released in accordance with the section 106 agreement attached to planning permission H/00342/09.

Residential use

The overall principle of residential led mixed use development on the former Colindale Hospital site is established in planning policy at a number of levels. Firstly through the London Plan (2011) which designates the Colindale and Burnt Oak Opportunity Area with a target to deliver a minimum of 12,000 new homes (including 2,500 in the London Borough of Brent). Secondly by the Colindale Area Action Plan (2010) which identifies the former Colindale Hospital site and land around Colindale Tube Station for residential-led, mixed use development. Thirdly in the adopted Barnet Core Strategy (2012) which recognises Colindale as a regeneration area with 8,100 new homes to be delivered by 2026. Finally the Council's Three Strands Approach establishes Colindale as one of three strategic opportunity areas for high quality sustainable growth.

Colindale AAP Policy 4.1 sets out the following requirements for development in Colindale Avenue Corridor of Change which includes the former Colindale Hospital site:

- Develop a dynamic new public transport interchange and associated pedestrian piazzas on Colindale Hospital/Station House site, British Library site and Peel Centre West site;
- Provide a sustainable mix of uses to create a new, vibrant neighbourhood centre for Colindale, with a range of retail and commercial provision, education, health and other community uses;
- Provide a sustainable and walkable neighbourhood centre including convenience food store provision of up to 2,500sqm supported by a range of associated shops and services to meet local needs;
- Improve the quality of and access to Montrose Park;
- Provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha;
- Provide safe, direct, legible and attractive pedestrian and cycle routes to and from the centre;
- Transform Colindale Avenue into an elegant, high quality urban route, attractively landscaped and lined by buildings of the highest architectural standards;
- Provide a package of transport improvements, in accordance with Policy 3.1, to create a more connected and legible Colindale and manage levels of congestion;
- Support the relocation of Barnet College to a new purpose built building close to Colindale Station;

The need to deliver housing in the Colindale area is also reflected in Core Strategy Policy CS1 which promotes the Colindale regeneration area to provide 8,100 new homes by 2026 with particular emphasis on early delivery as follows:

2011/12 to 2015/16 – 4,500 homes

2016/17 to 2020/21 – 3,320 homes

2021/22 to 2025/26 – 300 homes

There is therefore strong planning policy support for the application site to be redeveloped in order to facilitate the continuing physical, social and economic regeneration of this part of Colindale.

Planning consent was granted in 2009 for the redevelopment of the main Colindale Hospital site for 714 flats. A second phase of development was approved in March 2012 at the rear of

the hospital site as an extension of the masterplan to provide a further 240 flats. The principle of residential development on the former Colindale Hospital site is therefore firmly established. The site is already considered appropriate for residential uses therefore the principle of residential development on the application site is acceptable.

Commercial use

The AAP supports the provision of a sustainable mix of uses on sites within the Colindale Avenue Corridor of Change to create a new, vibrant neighbourhood centre for Colindale, with a range of retail and commercial provision, education, health and other community uses. It also sets a target of new 1000 jobs across the AAP area.

The application includes the provision of 242sqm of commercial floorspace on parts of the ground floors of both blocks. A range of uses are sought to provide maximum flexibility. The scale of the floorspace is not significant however the uses will help create activity along the frontage of the site, provide facilities to serve the wider development and community on the former Colindale Hospital site as well as contribute towards employment provision in the Colindale area.

The application does not specify the exact occupiers for the proposed commercial units. However the employment potential of the site can be estimated based on an assumed mix of uses as follows:

- Building N1: Single unit used as A1 shop.
- Building N2: 1 x double unit used as A1 shop; 1x A2 office unit; 1x A3 restaurant café;

This mix has the potential to provide a in the region of between 10 and 18 full and part time jobs for local people.

New employment floorspace will be provided as part of this mixed use scheme which will enable new job opportunities to be created. The application is considered to be acceptable in terms of employment matters and the proposed mix of non-residential uses is considered to constitute a sustainable form of development that is in accord with the type of uses sought in the Colindale AAP for the new neighbourhood centre.

Health care facility

A health care facility for the local PCT was included in the phase 1 planning permission granted on 20 November 2009 (ref: H/00342/09). However, this was not taken up by the PCT as the census-based population estimates at that time did not generate a need for a new primary health care facility. Permission was subsequently granted on 30 September 2010 to replace the PCT facility with alternative commercial and residential uses (Ref: H/02041/10).

Officers explored the possibility with NHS Barnet and Fairview of providing a new 2,300sqm PCT facility on the application site, potentially provided on ground and two upper storeys within Building N2.

Primary Care Trusts have now been replaced across the country with Clinical Commissioning Groups (CCGs) which have a greater control of the NHS budget. Despite discussions with the PCT, officers understand that Barnet CCG do not require a health facility on the application site. The current strategy is for health services to be provided through a combination of Edgware Hospital, local GP facilities (including planned expansion) and a new Health Centre at Grahame Park Estate as part of the regeneration.

Having explored these opportunities fully with the Barnet CCG, and there being no prospect of delivery in reasonable timescales, it is considered that residential development on the site is acceptable.

Conclusion

Housing and commercial development of this site accords with development plan policies. On their own, but particularly in conjunction with the earlier approved phases of the former Hospital development, such uses make a significant contribution towards achieving the CAAP targets to deliver 2,370 new homes and 200 jobs by 2021 in the Colindale Avenue Corridor of Change.

The 242sqm of commercial floorspace will provide active uses on the main street frontages; providing interest and activity in the street scene and enhancing vitality at this arrival point for the whole development. A range of options are sought in terms of uses and subdivision in order to provide flexibility and maximise the chances of attracting future occupiers.

In conclusion, the proposals will deliver sustainable strategic growth in the Opportunity Area and achieve a significant positive impact on Colindale in terms of completing the redevelopment of the former Hospital Site and providing new housing, jobs and investment in accordance with planning policies and particularly London Plan policy 2.13 and CAAP policy 4.1.

3.2 Residential Density

London Plan policy 3.4 seeks to optimise the housing potential of sites through developments that take account of local context and character, and transport accessibility in the determination of appropriate density. Table 3.2 of the London Plan sets out a range of densities based on the character of the site setting and Public Transport Accessibility Levels (PTAL) which are provided as a guide to determining the appropriate density for a development.

Colindale AAP Policy 4.1 which requires developments in the Colindale Avenue Corridor of Change to provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha.

In assessing density, the London Plan advises that (Para 3.28):

“A rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. It is not appropriate to apply Table 3.2 mechanistically.”

The London Plan identifies that the assessment of density should be informed by a review of local context and character and the design quality of the proposed development, with Table 3.2 provided as a guide to assist in this process. As set out in this committee report, the proposed development has been shown to comply with the development plan in respect of design and local context and character, and provides a high standard of amenity for future residents whilst protecting the amenity of existing residents. The application site is located in an area of varied PTAL and has been designed with a density that falls below the upper threshold of the suggested density range for this location whilst ensuring an efficient use of land. The design quality of the development and appropriate response to local context, in addition to the high standard of residential accommodation proposed, demonstrate that this is a development with an appropriate density for the current site setting and PTAL.

London Plan Table 3.2 – Density Matrix

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
Urban	150-250 hr/ha	200-450 hr/ha	200-700 hr/ha
3.8-4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
Central	150-300 hr/ha	300-650 hr/ha	650-1100 hr/ha
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/hr	100-240 u/ha	215-405 u/ha

The application site has a PTAL of 4 reflective of its location close to Colindale Tube Station with the new interchange facilities and bus routes. The site is considered to fall within an urban setting as defined in paragraph 3.23 of the London Plan as being "predominantly dense development such as for example terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes." Based on these factors, the London Plan Density Matrix suggests a range of 55-225 units per hectare or 200-700 habitable rooms per hectare (highlighted in table above).

Based on 157s across a site of 0.68 hectares the residential density of the proposal is 199 units per hectare (u/ph) or 587 habitable rooms per hectare (hr/ha) which falls within the suggested range in Table 3.2.

This density exceeds the "typical" figure of 150 u/ph suggested in CAAP policy 4.1. However this figure is provided as a guide and subject to compliance with other policies and standards, it is considered that sites such as this which are close to the underground station/transport interchange should optimise housing provision to reflect the sustainable location.

The development on the main Colindale Hospital site (H/00342/09) was approved at a density of 165 dwellings per hectare although this equates to 195 dwellings per hectare when the former college land is excluded. The more recent application on the NBS expansion land and Birch and Willow Court site approved 240 units on a 1.78 hectare site which equates to a density of 135 units per hectare or 406 habitable rooms per hectare. This reflects the location slightly further away from the tube station.

The flats will meet or exceed the minimum internal space standards set out in Table 3.3 in the London Plan (as shown in the table below). The blocks are designed with reference to the London Housing Design Guidelines (GLA). A high proportion of the flats are dual aspect.

The proposed residential density is considered to be appropriate having regard to the accessible location, the density of the approved development on the main Colindale Hospital site, the London Plan density Matrix and Colindale AAP Policy 4.1. The development will provide flats in accordance with the London Plan space standards.

3.3 Residential mix

Development plan policies aim for developments to provide a range of dwellings, including family homes that take into account the borough's dwelling priorities. The council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify a need for family accommodation across all tenures with family accommodation defined as dwellings with at least two bedrooms. Three and four-bedroom homes are identified as the highest priority for private market sale, with four-beds the priority for intermediate affordable (shared ownership) and three-beds for social rent. Colindale AAP Policy 7.1 also seeks the provision of a mix of housing types.

The following mix of unit sizes is provided within the scheme:

- 1 bedroom = 30%
- 2 bedrooms = 45%
- 3 bedrooms = 25%

The mix provides a range of sizes to meet all levels including those starting on the property ladder and those who require larger family sized units. The provision of a significant element (25% of total provision) of family three bedroom accommodation accords with Core Strategy policy CS4, DMP Policy DM08 and CAAP policy 7.1. The mix is considered to be acceptable considering the site's proximity to Colindale tube station in one of the highest accessibility locations in the Colindale AAP area.

3.4 Affordable housing

London Plan Policy 3.12 requires the maximum reasonable amount of affordable housing to be sought when negotiating on individual private residential and mixed use schemes, having regard to:

- a. current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11
- b. affordable housing targets adopted in line with Policy 3.11,
- c. the need to encourage rather than restrain residential development (Policy 3.3),
- d. the need to promote mixed and balanced communities (Policy 3.9)
- e. the size and type of affordable housing needed in particular locations
- f. the specific circumstances of individual sites.

The policy does not set a target for the level of affordable housing to be provided in each development. Instead it suggests that negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements.

The adopted Core Strategy provides a borough-wide target of 40% affordable on sites capable of accommodating 10 or more dwellings (Policy CS4). Colindale AAP Policy 7.2 reflects this approach of and requires the maximum amount of affordable housing to be sought having regard to viability assessments for individual developments.

The application proposes 27 flats out of the 157 to be provided as affordable homes. This equates to 17.2% by number of homes. Based on the mix which includes a high proportion of 3 bed family homes, the affordable provision equates to 19.6% by habitable rooms.

The proposed level of 17.2% affordable housing is below the Core Strategy target of 40% but is based on viability of delivering affordable housing in the absence of any grant funding. The

affordable units are therefore completely cross-subsidised through the private units. These costs need to be taken into consideration when assessing the viability of the development.

Affordable mix

The London Plan sets a long term strategic target that 60% of new affordable housing should be for social renting and that 40% should be for intermediate housing. This is reflected in the Council's Core Strategy. The application proposes that all of the affordable units be provided as affordable rent. This reflects the levels of shared ownership housing already being provided in the area and the Council's requirements in terms of affordable tenure. The principle of providing 100% has been agreed with the Council's Housing Officer.

The affordable mix is as follows:

- 1 bedroom = 4 units (15%)
- 2 bedrooms = 12 units (44%)
- 3 bedrooms = 11 units (41%)

The detailed breakdown is shown in the table below:

Schedule of Accommodation				
Affordable Housing				
Affordable Rented	Hab. rooms	Per-sons	Building units	Hrms
1 bed units				
1 bed 2p flat	2	2	4	8
2 bed units				
2 bed 3p flat	3	3	4	12
2 bed 3p flat wheel chair	3	3	2	6
2 bed 3p maisonette	3	3	1	3
2 bed 4p flat	3	4	5	15
3 bed units				
3 bed 5p flat	4	5	9	36
3 bed 5p maisonette	4	5	2	8
Affordable Rented Totals			27	88

London Plan Policy 3.8 and the associated supplementary planning guidance promote housing choice and seek a balanced mix of unit sizes in new developments. The London Housing Strategy sets out strategic housing requirements and Policy 1.1 C of the Strategy includes a target for 42% of social rented homes to have three or more bedrooms. In response to this guidance, 41% of the affordable rented flats within the proposal will be three bed units.

Affordable housing viability toolkit

The HCA published the Affordable Homes Framework for 2011 – 2015. This document sets out government's expectation that affordable housing on Section 106 sites will be delivered with nil grant for both rented and shared ownership units. Therefore unlike the development of the main Colindale Hospital site which was approved in 2009, no housing grant will be available to subsidise affordable housing in this application. The Phase 2 application also followed the zero grant approach.

To justify the proposed level of affordable housing the applicants have submitted a Viability Assessment for the development using the Homes and Communities Agency's *Economic Appraisal Tool - 2009 version* ("EAT") to appraise the scheme.

The Viability Assessment includes evidence and figures for construction costs, design fees, Section 106 costs, Interest Costs, Marketing Costs. Sales revenues are based on actual sales achieved for blocks completed within the current Pulse development on the main Colindale Hospital site. Fairview have factored in a profit of 16% on total GDV for the development based on the proposed number of affordable housing units. This level of profit is below the generally accepted minimum return of 20% that is being applied in the current market.

Independent viability toolkit review

The Council commissioned BNP Paribas consultants to independently review the submitted viability toolkit to determine whether the affordable housing offer has been optimised.

BNP Paribas have undertaken a review of the scheme and consider that the values applied in the applicant's toolkits are within a reasonable range.

As per the last Phase 2 application, Fairview has provided the purchase price of the land at for the purposes of the viability toolkit.

The GLA Toolkit Guidance notes advise that the acquisition cost should not be used in viability assessments as a benchmark figure, but can be used to determine whether a fair price has been paid for land reflecting policy, location, development mix and density. Pages 6 - 9 of the GLA Toolkit Guidance Notes conclude "Residual Value should be compared with the Existing use Value of a site, Alternative Use Values, and, as general context/comparator, the site acquisition cost". The guidance notes then go on to explain "Under all circumstances, it is important to stress that the amount actually paid for the site should be considered contextual/comparative information only when negotiating schemes. The result from the Toolkit should determine whether a fair price has been paid for land reflecting policy, location, development mix and density".

BNP Paribas have reviewed the appraisal inputs provided by Fairview and indicate that these assumptions are within an acceptable range for a development of this type given current market conditions. As with the assessment of the previous phase of the development on the Coilndale Hospital site, BNP Paribas have concluded that the price paid together with the overage as indicated in the applicant's submission reflects a fair and reasonable price for the site and that the proposed level of affordable housing at 17.2% has been optimised, based on current market values.

Conclusion

In accordance with London Plan Policy 3.12, Colindale AAP policy 7.2 and Core Strategy policy CS 4, provision of affordable housing needs to have regard to viability. The lack of government housing grant needs to be taken into account. As detailed above, the affordable units are to be provided across a range of dwellings types with 41% provided as 3 bedroom units which will make a valuable contribution to the borough's local housing needs and priorities. In light of the above, the affordable housing quantum and mix are considered to be compliant with planning policy and has been agreed with the Council's Housing Officer.

3.5 Standards of Accommodation and Amenities of Future Occupants

Local Plan policies require high quality design in all new development that creates attractive places which are welcoming, accessible and inviting. Policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers. Policy DM02 identifies standards that development will be expected to meet in relation to a number of matters, including the internal floorspace of new dwellings, outdoor amenity space and play space. Policy DM04 states that buildings should be designed to

minimise exposure to air pollutants. The same policy states that proposals to locate noise sensitive development in areas with high levels of noise will not normally be permitted and also that the mitigation of any noise impacts will be expected where appropriate

Detailed guidance on amenity space standards for development in Barnet is also provided in the Sustainable Design and Construction SPD 2007. A draft updated version of the SPD was published November 2012.

The London Plan sets out the Mayor's aim for high quality housing development in Policy 3.5. This policy is supported by the Mayor's Housing SPG which was published in November 2012. The SPG identifies a range of 'baseline' and 'good practice' standards against which to review proposals for residential development. The London Plan sets out, in Table 3.3, minimum internal space standard for new developments which are repeated in the Housing SPG.

Dwelling Size and Compliance with Mayor of London Housing SPG (2012)

The size of each unit complies with the London Plan Table 3.3 Minimum Space Standards for New Development and the Mayors' HSPG Annex 4. All affordable housing complies with the Mayors Housing SPG and the HCA Funding Standards Framework.

The market housing complies with the Housing SPG except in a limited number of cases where it is considered that, in the case of a small number of flats, the future residents will benefit from variance with the Annex 1 standards. The applicant has provided the following justification:

3.2.6: Lift Provision – Baseline: two cores provide access to apartments at seventh and eighth floor levels. Each core will serve only two flats at those levels and therefore it is considered appropriate for each core to incorporate one lift - a second lift per core to serve these floors would significantly increase maintenance costs for residents.

4.4.1: Combined Floor Areas for Living / Dining / Kitchen – Good Practice: all units meet the baseline HSPG standard for gross internal area (4.1.1). The previous phases of the development have however demonstrated that a priority for customers and residents has been the provision of larger bedrooms and secondary bathroom facilities. This reflects the specific market for the former Colindale Hospital site which attracts many people who wish to share apartments and consequently appreciate more generous private space (bedrooms) within the apartments.

4.1.2: HCA Housing Quality Indicators – Baseline: the priority towards larger bedrooms in some units also means less furniture provision is required in the living spaces, with more storage / furniture being provided in the bedrooms.

4.7.1: Storage and Utility – Baseline: A minimum of 0.8 sq m of built in storage is provided in each flat with the majority of apartments having significantly larger built-in provision. In addition all units have sufficient space for freestanding storage, enabling residents to choose the most appropriate storage option for their requirements.

5.4.1: Floor to ceiling heights – Baseline: the applicant has stated that for architectural consistency it is important to retain floor to ceiling heights in line with the previous phases. The generous full height windows and careful consideration of overall room proportions mean that although the floor to ceiling height is marginally below the HSPG guideline of 2.5m, there will be no detriment for residents.

5.5.1: Glazing – Good Practice: the Daylight and Sunlight Assessment has informed window sizes in order to ensure good levels of daylight and sunlight whilst maintaining a coherent and consistent architectural appearance.

The scheme is compliant with the majority of the SPG and there are good reasons why it does not comply with a very small number of the baseline requirements in some of the flats.

The Mayor's Housing SPG is only 'guidance'. Para 2.1.10 requires LPAs to take into account the extent to which proposed developments depart from the baseline, and only those which depart significantly are unlikely to be acceptable. Robust justifications for departures from a small number of criteria have been provided and the applications compliance with the majority of criteria is considered to be acceptable. It is considered that the proposed development will provide appropriate residential accommodation that delivers an acceptable level of internal amenity.

External Amenity space provision

The adopted Sustainable Design and Construction SPD (2007) requires 3m² of private amenity space for one/ two person units with an additional 1m² per additional occupant. The Mayor's recently published Housing SPG 2012 advises an enhanced figure for private amenity space of 5m² for one/ two person units with an addition 1m² per additional occupant.

All units within the proposed development will have a ground or podium level private garden and/or a balcony. All residents will also have access to the communal gardens.

Whilst the Barnet UDP standard of 5m² of usable amenity space per habitable room (including kitchens over 13m² and with rooms over 20m² counting as two rooms) is no longer saved, this guidance is carried forward as guidance in the draft replacement Sustainable Design and Construction SPD. This would result in the development being required to provide approximately 2,320m² of private and/ or communal amenity space.

To meet the SPD standard and ensure that future occupants benefit from sufficient amenity space, the development provides two communal amenity areas, one in the form of the podium courtyard within Block N1 and the second in the form of the communal garden between the two blocks. The flats or maisonettes at the level of the podium will open onto private terraces around the edge of the courtyard while the central area will be landscaped for communal use. The same approach is taken for the central garden. Both spaces gardens are accessible from the cores in the blocks and are available to all residents, irrespective of tenure.

The communal amenity areas have been designed to deliver high quality, well overlooked spaces that are screened from adjacent uses where necessary. The arrangement of the residential blocks around the perimeter of the site creates internal courtyards that experience appropriate noise levels and provide quiet areas for use by residents.

The N1 Podium deck garden provides approximately 415sqm of communal gardens / informal playspace. The courtyard garden between the two buildings is approximately 660sqm and again will be available for informal play. When taken with the private amenity space for each flat, the scheme complies with the policy requirements of the London Plan and guidance within the Mayor's SPG and Barnet's SPDs.

Children's play and recreation

London Plan policy 3.6 requires development proposals that include housing make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. The Mayor's Supplementary Planning Guidance *Providing for Children and Young People's Play and Informal Recreation* sets out guidance to assist in this process.

The provision of children's play space should be seen in the context of the overall development of the former Colindale Hospital site and the amount and quality of the play space delivered by the main approved development which includes a 400sqm Locally Equipped Area of Play (LEAP) within the woodland area in the south west corner of the site. The site is also located within 150 metres of Colindale Park to the east which includes a Locally Equipped Area of Play (LEAP). The main redevelopment of Colindale Hospital will also provide a new pedestrian link into Montrose Park to the west. This will provide direct access to a range of informal recreation and sporting facilities suitable for all residents.

A toddlers' doorstep play area (Local Area of Play) will be provided within podium garden and communal garden. The provision of play space is considered to be appropriate in terms of scale and location having regard to access to existing facilities in the wider Colindale Hospital development as well as Colindale Park and Montrose Park.

The application proposes private and communal amenity space provision in excess of the policy and supplementary guidance requirements and includes facilities for informal play. The proposal is considered to be compliant with the objectives of planning policy on the provision of outdoor amenity space. The application is therefore considered to be acceptable in this regard.

Dwelling Outlook

Development plan policy requires that new dwellings are provided with adequate outlook and this is a factor of ensuring future residents are provided with acceptable amenity. By virtue of the nature of a flatted development the units face in a range of directions and will experience a variety of differing outlooks. The Mayor's Housing SPG aims for single aspect units that are north facing, contain three or more bedrooms or face noise exposure category C or above to be kept to a minimum.

The majority of units are dual-aspect but there are a number of smaller, single aspect units. These are generally south facing with good levels of daylight and sunlight in accordance with CAAP policy 5.4 and the Mayor's HSPG. As such the development is considered to provide all apartments with an acceptable outlook.

Privacy and Overlooking

A distance of 23m is provided across the central podium within Block N1. This reduces to 19m for a limited section.

The gap between N1 and N2 across the communal garden is splayed at an angle which is 21m at it's widest point reducing to 9m at the closest point. The configuration of Block N2 at an angle to N1 means that views from windows will not be direct, increasing the distance between the blocks.

In the main the distance between facing windows within the development will be sufficient to ensure satisfactory privacy for future occupants. The distance between the two blocks falls below the guidance provided in the Council's SPD, however given the angled arrangement of

the buildings with the splayed gap, and the urban form of the wider masterplan development, the distance is considered to be acceptable in this instance.

Daylight and Sunlight

A Daylight and Sunlight Report has been submitted with the application which considers the 463 habitable rooms within the proposals to establish the level of daylight these will enjoy. The report confirms that of each of the 463 rooms analysed, over 99% achieve the recommended minimum ADF levels as set out in BS8206. Every unit within the scheme has the majority of its habitable rooms either achieving or exceeding the numerical values set out in the guidelines, with in the majority of instances all rooms. Taking into account the 'urban' nature of the Colindale Hospital development where the site is located and the requirement for the level of density this scheme provides, it is considered that the aims of the BRE Guidelines are satisfactorily achieved.

Conclusions on the amenities of future occupiers

The scheme is found to be compliant with development plan policy as it relates to the amenities of the future occupiers of the dwellings proposed and the design approach is considered, for the reasons outlined above, to provide future occupiers with acceptable amenities. The development is therefore found to be satisfactory in this regard.

3.6 Air quality

Barnet is designated as an Air Quality Management Area due to high levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) attributable to road traffic emissions. However, this does not mean that the entire borough is at risk of having poor air quality. The areas of greatest concern are adjacent to busy roads and junctions. The application site is not located in an area of poor air quality.

The main Colindale Hospital development includes the construction of an energy centre, the impact of which was assessed in a report produced by E.ON in January 2011. The report concluded that the energy centre is unlikely to result in exceedances of the air quality objectives for nitrogen dioxide and PM₁₀ at existing or proposed receptors. However, levels of nitrogen dioxide were close to exceeding the objective level next to Block A of the main development. Therefore, mitigation measures were incorporated into the design of the Energy Centre to aid greater dispersion and further reduce the impact on the proposed development site.

The applicants have submitted an Air Quality Assessment by SKM Enviros dated 12 December 2012 for the proposed development on the former College Plot. A screening assessment was carried out to determine the potential air quality impacts from road traffic at the proposed development site. The results indicated that concentrations of nitrogen dioxide and PM₁₀ were forecast to comply with the objective levels at the development site. The Air Quality Assessment report forecasts that that development of the Former College Plot site will result in a net beneficial impact on local air quality, due to reduced road traffic flows travelling along Colindale Avenue compared to those considered for the Phase 1 scheme.

The potential effects of dust generated during the construction phase of the development have been assessed qualitatively. The qualitative assessment shows that dust is expected to occur from site activities as the site is designated as high risk, although this is likely to have a short-term impact on the surrounding environment. This impact can be reduced by the use of appropriate mitigation measures and a condition is attached requiring the submission of a Construction Management Plan.

It is therefore concluded that the site is suitable for the proposed residential development from an air quality perspective.

3.7 Noise Assessment

London Plan Policy 7.15 of the London Plan states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals as well as separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening or internal layout in preference to sole reliance on sound insulation.

In addition standard 5.2.1 of the Mayor's Housing SPG states that developments should avoid single aspect dwellings that are north facing, exposed to Noise Exposure Category (NEC) C or D or contain three or more bedrooms.

The main source of noise at this site is the adjacent Northern Line Tube line.

A Noise Impact Assessment has been carried out for the proposed development which takes account of the relevant guidance and standards to determine the suitability of the site for noise sensitive development. Consideration has also been given in respect of internal noise levels within habitable rooms. The Noise Assessment identifies that the site will be within NEC category A and B and concludes that by incorporating building envelope treatments within the limited number of noise sensitive buildings, a good internal noise level will be achieved. No particular measures are necessary. The Noise Assessment specifies envelope construction, glazing and ventilation configurations in order to achieve satisfactory noise levels, particularly to the frontages facing the underground railway line.

The Environmental Health Officer has been consulted on the details and requested a condition requiring buildings to be constructed to meet the necessary sound insulation levels so that residents will not be adversely impacted by noise. Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from noise.

3.8 Layout, scale and design

The NPPF advises that good design is indivisible from good planning and a key element in achieving sustainable development (Para 56). The Framework advises that permission should be refused for development which is of a poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions (Para 64). It identifies that visual appearance and architecture are important but that securing high quality, inclusive design goes beyond aesthetic considerations (Para 61).

The London Plan contains a number of policies that are relevant to character and design. Policies 7.4 (Local Character) and 7.6 (Architecture) are particularly relevant. Policy 7.4 aims for buildings to provide a high quality design response that has regard to existing street patterns, ensures buildings have a positive relationship with street level activity and, in areas of poor or ill-defined character, builds on positive elements that can contribute to character. Policy 7.6 aspires to high quality architecture that is appropriate to its context and delivers inclusive, energy efficient developments with well designed indoor and outdoor spaces.

Local Plan policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. Policy DM15 notes that development adjacent the

green belt should not have a detrimental impact on visual amenity and respect the character of its surroundings.

Taller buildings (in excess of eight storeys) may be appropriate in the Corridor of Change and should be located in the most sustainable locations with good access to public transport, shops and services and closer to the public transport interchange (Core Strategy policy CS5 and CAAP policy 5.3).

Layout

The block layout, massing and architecture relate to, and reflect the blocks already approved. A plan is provided at Appendix 1 showing the layout of the blocks in relation to the wider masterplan for the approved Colindale Hospital development.

The proposal comprises two separate blocks on the site: N1 and N2. The arrangement of the blocks are carefully considered to relate to the geometry of the existing buildings while at the same time complete the spatial enclosure of these existing streets and spaces within the wider Colindale Hospital masterplan.

Block N1 is U shaped and follows the alignment of Charcot Road and runs parallel to Block C on the opposite side of the street. Block N1 has a frontage of 62m along Charcot Road returning down the northern side street with a frontage of 65m and a southern wing elevation of 56m facing the central communal garden. The north-western edge of N1 completes the enclosure of the central square by providing the eastern edge to the space. This northern wing of the block also picks up the alignment of Block M to the north and together they frame the shared surface side street.

Block N2 picks up the geometry of the Aparthotel and follows the same building line. It has a frontage of 45m facing Charcot Road and a return elevation of 35m facing the central communal garden. By following the building line of the Aparthotel, N2 is set back from the southern corner of N1. This set back creates an area of public space which is framed by N2, N1 and the eastern corner of Block B. Block N1 provides the backstop to the space as you view and enter from Colindale Avenue. This has informed the scale of the southern corner of N1 which is discussed in the next section below.

This space will form part of the sequence of public spaces through the development along the central spine road. The space is visible from the junction with Colindale Avenue and the new Station Piazza at Colindale Tube Station. The space widens out as you pass the Aparthotel and roundabout and forms an arrival space within the development. This space creates a generous threshold at a busy pedestrian location within the development. The commercial units are located on the ground floor of the proposed buildings, enhancing street activity throughout the day and contributing to community safety. From the arrival space the sequence progresses to the central square in the middle of the development and beyond to Montrose Square within Phase 2 which marks the point of the pedestrian link into Montrose Park.

The arrangement of the residential blocks provides secure perimeter blocks with frontages facing the street edges. The physical break between the two blocks is a deliberate design move to allow the retention of the existing large mature oak tree on the site. The space between the buildings will be landscaped to provide a communal garden for the development with the oak tree as the centrepiece to the space. The gap between the blocks also breaks up the length of the building frontage along Charcot Road.

The proposed block layout completes the urban grain of the masterplan for the Colindale Hospital site. The blocks are considered to create a well considered and legible street pattern

with clear definition between fronts and backs whilst framing the key public spaces within the masterplan.

Building Heights

A heights plan showing the proposed blocks in the context of the buildings heights of the approved Colindale Hospital development and the 18 storey Aparthotel is provided in Appendix 2.

The scale of the proposal reflects the building scale and form established in the main Colindale Hospital development while also responding to the site's immediate location adjacent to the underground line and opposite existing housing, including the listed 'Aeroville' buildings.

Buildings range from 5 storeys up to 9 storeys. The taller building heights are focused on the existing spine road (Charcot Road) which runs through the main Colindale Hospital development, and the central square. The heights then step down to the boundary of the site.

Block N1 is U shape in configuration. The northern wing of Block N1 steps up from 6 storeys to 7 storeys where it faces the central square. It then drops down to 6 storeys along Charcot Road before stepping up to 9 storeys on the south-eastern corner. It then steps back down to 6 and then 4 storeys at it's closest point to the railway lines in response to the Aeroville building on the opposite side of the railway tracks.

Block N2 is L shape in configuration. The building steps from 6 storeys along its northern arm to 7 storeys and up to 9 storeys at the southern point where it sits against the 7 and 18 storey Aparthotel block.

The scale is considered to be appropriate for the site, respecting both the scale of the adjacent completed development, the consented Aparthotel as well as the existing lower scale housing to the north east.

Design

The design of the buildings picks up on the architectural style and language established in the approved hospital development.

Each block is articulated in scale with differing heights ranging from 4 storeys to 9 storeys. This provides the first layer of articulation. Each block includes subtle steps in plan whilst upper floors are also set back to create terraces. These are followed by changes in material to give further articulation to the blocks through a vertical rhythm within the facades. The upper floors are often set back giving the effect of an outer layer or 'skin' to the building which moves up and down along the elevations. Two contrasting colours of brick are proposed. A lighter brick will form the outer layer with a darker brick used in the set back areas. The combination of changes in overall scale in the blocks combined with the steps and set backs in plan as well as vertical rhythm created by the brickwork create varied and interesting buildings.

On the 9 storey southern corner of Block N1 a projecting balcony feature wraps the corner of the building rising above the parapet line. This provides a visual feature as the termination of the key view into the site from Colindale Avenue. Cantilevered balconies and large floor-to-ceiling windows provide further interest to the elevations of both buildings. The main stair cores are emphasised as large openings that run the full height of the building.

The inner courtyard elevations are composed with lighter materials rain screen cladding. Areas of red/brown cladding will be used to provide accents on key corners. Balconies are provided within a steel framework which projects from the buildings.

The overall architectural approach and proposed approach to materials, combined with the robust urban design layout are considered to create a high quality completion to the existing masterplan.

Conclusion

In conclusion, the application will deliver urban design led layout with public spaces and streets framed by buildings of quality architecture which reflect the scale and form of development established by the main Colindale Hospital development and will compliment and complete the masterplan for the wider site.

3.9 Impact on Listed Buildings

The application is accompanied by a Cultural Heritage Desk Based Assessment prepared by CgMs which seeks to establish the Cultural Heritage potential of the site, and to provide guidance on ways to accommodate any Cultural Heritage constraints identified.

There are two listed buildings in the vicinity of the application site. The first is the Grade II listed former Hospital Administrative Block is located to the west within the wider Colindale Hospital site. This building has been restored and converted as part of the wider development to provide residential flats. The second is the Grade II listed block of social housing 'Aeroville' to the east of the site on the opposite side of the railway lines. Aeroville has been listed in the intervening time since the main development on the former hospital site was granted. Aeroville was built just after the first world war by local factory owner and aviator Claude Grahame-White to house workers for his aviation business. The design was intended to be the beginning of a larger development, however no further blocks in this style were constructed as factory demand dropped after the war. Aeroville is relatively close to the tracks with private gardens backing onto the tracks opposite the site.

The former Hospital Administrative Block is only partly visible from the application site and will be screened from the proposed development by an existing four storey block of residential apartments immediately to its east and by four storey, seven storey, six storey and eight storey blocks of residential apartments to the south and south east of the former Hospital Administrative Block. The proposed development is therefore concluded to have a neutral impact on the setting of the Grade II listed former Hospital Administrative Block, which is formed entirely of modern recent development.

The proposed development will be intervisible with the Grade II listed Aeroville building to the east. However, at it's tallest point of nine storeys the proposed development will only be a single storey higher than existing built development immediately to the west of the application (Blocks L and M) which are part of the current development. The proposal will also be nine storeys lower than the consented 18 storey Aparthotel building immediately to the south east. The main development on the hospital site was approved before Aeroville was listed. The listing therefore accounted for the buildings location nearby to a new development. The proposed development is therefore concluded to have a neutral impact on the setting of the Grade II listed Aeroville.

3.10 Impact on Amenities of Neighbouring and Surrounding Occupiers

Local Plan policies seek broadly to promote quality environments and protect the amenity of neighbouring occupiers and users through requiring a high standard of design in new

development. More specifically policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users. Barnet's Draft Residential Design Guidance Supplementary Planning Document (published November 2012) provides further guidance on safeguarding the amenities of neighbouring and surrounding occupiers and users.

Privacy and Outlook

A distance of 23.5m is provided between Block N1 and Block M to the north within the main Colindale Hospital development. A distance of 21m is provided between N1 and the completed buildings (Block C) on the opposite side of Charcot Road. The scheme accords with the 21m separation distance between habitable rooms which is recommended in the Council's Residential Design Guidance. The distance is considered to be sufficient to provide adequate levels of privacy for the future and adjoining occupiers.

Block N1 presents two end elevations of the two wings towards Aeroville. These end elevations measure 13m across and have habitable windows within them. N1 is positioned at an angle to Aeroville. As a result the windows are not directly looking towards Aeroville. At its closest point, the 4 storey (southern) wing of Block N1 would be 35m from Aeroville and the 6 storey (northern) wing would be 40m. The 9 storey element of N1 would be over 60m from the nearest part of the buildings at Aeroville. Existing trees along the boundary of the site will be retained. The distance between the buildings, combined with the angle of the building, the relatively narrow width of the end elevations and the retained trees along the boundary are considered to be sufficient to ensure that the privacy of the adjacent properties in Aeroville is not adversely affected.

The 6 storey element of Block N2 which has an elevation of 13m wide, will be 40m from the rear elevations of the nearest properties in Currie Gardens, whilst the 9 storey element of Block N2 would be 54m from the properties in Currie Gardens. The south-eastern corner of Block N1 would be 45m from the properties in Currie Gardens and is set at an angle. These distances, combined with the significant area of existing vegetation on the northern side of the railway tracks is considered to be sufficient to ensure that the privacy of the adjacent properties in Currie Gardens is not adversely affected.

Outlook

The site is currently cleared but was previously occupied by buildings that formed part of the former Colindale Hospital ranging from 2 to 4 storeys. There are a number of trees along the boundary of the site with the railway lines that will be retained. The proposed development would present buildings of between 4 and 9 storeys with the end elevations of the blocks closest to the residential properties to the north and east being 4 and 6 storeys. This would be higher than the building previously on the site. However Block N1 is arranged on an axis angled away from the site boundary and N2 only presents a limited end elevation to the railway line. The scale of the proposed buildings has been considered carefully to step down towards the railway to respect the scale of the existing properties. When considered with the separation distance from existing residential properties, the proposed buildings are not considered to have an unacceptable impact on the outlook from neighbouring properties to the north-east.

In terms of outlook for the residents of the newly built flats within the Colindale Hospital development, the original masterplan for the overall site envisaged a new college building on this plot of land. Therefore the site was always intended to be developed and contain a substantial college building of up to 17,000sqm. The proposed buildings are designed to reflect the architectural character of the wider Colindale Hospital development and the

proposals are not considered to significantly harm the outlook of neighbouring properties within the new blocks on the development.

Daylight, Sunlight and Overshadowing

National Guidance is contained in the Building Research Establishment's 1991 publication "Site layout planning for daylight and sunlight: A guide to good practice (referred to as the "BRE Guide")". The BRE report advises daylight levels should be assessed for the main habitable rooms of residential property. Habitable rooms in residential properties are defined as kitchens, living rooms, dining rooms and bedrooms although bedrooms are considered less important as they are mainly occupied at night.

Several methods for calculating daylight that can be employed in various situations. The vertical sky component (VSC) to habitable rooms establishes the amount of daylight enjoyed on the face of the window. The BRE guide advises that a building may be adversely affected by a development if, "the VSC at the centre of an existing main window is reduced to less than 27% or less than 0.8 times its former value". If with the new development in place the window does not achieve 27% VSC but is more than 0.8 times its former value then the guidelines state that skylight is unlikely to be seriously affected.

The average daylight factor (ADF) is a more detailed assessment employed generally used to assess the adequacy of daylight within scheme proposals but it can also be employed where detailed information is known for neighbouring properties. The ADF analysis takes into account the size of the window in question, the size of the room it serves and any other windows serving the room. The recommended minimum ADF levels depend on the room use with these being 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

A Daylight and Sunlight Assessment has been submitted with the application. The report concludes that 78% of the neighbouring windows assessed achieve VSC of greater than 27% or will experience a nonmaterial loss of less than 20%. Importantly, all rooms, except one in the neighbouring building (Block L) within the Pulse development, achieve or exceed the recommended minimum levels of ADF. The room which fails already does so at the present time and so the proposed development would not worsen this. The impact on daylight is considered to be typical of urban areas such as this part of Colindale.

The report also assesses the impact on 3-10 Aeroville, 1-12, 13-24 and 25-30 Curie Gardens. These properties are located to the north-east and east of the site on the other side of the railway. The report demonstrates that all windows serving habitable rooms within these properties will achieve a VSC of greater than 27% or 0.8 times the existing value following the implementation of the proposals. The proposals will therefore achieve the VSC tests and the BRE Guidelines are met.

Given the distance of the nearest properties from the application site, and having regard to the scale of the buildings which step down to 4 and 6 storeys with elevations of limited width facing the railway lines, the potential for overshadowing is considered to be limited.

The Assessment demonstrates that there would be no adverse impacts for adjoining residents with regards to daylight and sunlight.

Noise

The mix of uses proposed on the site are compatible with a residential area and would not be expected to generate unacceptable noise levels in the course of their normal operation. The proposed uses reflect the location close to the tube station where there are commercial uses on the ground floors of other buildings. The commercial units are restricted to opening hours

of 8am to 7pm which reflects their limited size and the nature of the uses (e.g a small café or small shop). The development will be accessed from Charcot Road which already provides vehicular access to the main development and the scale of the development is not sufficient to give rise to significant concerns in respect of noise from traffic or general pedestrian comings and goings when the existing development is taken into account.

Conclusion for impacts on amenities of neighbouring and surrounding occupiers

It is noted that a number of comments of objection have been submitted from residents in relation to concerns of overlooking, overbearing relationship. However, as set out above, the proposed development is considered to be acceptable and compliant with the relevant development plan policies as they relate to the protection of the amenities of neighbouring and surrounding occupiers and users and that no significant loss of amenity will result to neighbouring buildings.

3.11 Trees and landscaping

Trees

Trees on the former Colindale Hospital site are included within the 'Colindale Hospital and Adjacent, Colindale Avenue, London NW9' Tree Preservation Order 2004 (reference TRE/HE/78). It includes all the trees growing within the boundaries of area A1 (marked on the plan) that were growing at the date the Order was made (10th May 2004). This essentially covers all of the trees at the site.

As part of the planning application, the applicants have submitted a tree survey of the site undertaken by independent arboricultural consultants. This identifies the type and condition of all of the trees on the site in accordance with British Standard BS5837:2005.

The Category A oak tree within the site will be retained and provide the centrepiece for the courtyard garden.

Category B and C trees along the boundary of the underground line will also be retained and will provide visual screening and noise attenuation. Suitable protection will be provided for retained trees in accordance with the Tree Survey and Impact Appraisal. This will be secured by conditions recommended at the beginning of this report.

A number of trees will need to be removed to facilitate the proposed development (mostly category C and some B) and some have to be removed for safety or good arboricultural practice (Category U). Approximately 34 new trees will be planted along the street frontages, 'arrival square' and podium garden.

The applicants have submitted a Landscape Strategy for the development. The scheme will provide a landscape structure of new trees ranging from semi-mature trees in key locations and in peripheral areas to smaller growing specimen trees in the courtyards and podium deck gardens. This will provide a significant number of new trees which will be able to grow to maturity. Tree species (and cultivated varieties of species) will be selected from the following native trees to suit, in terms of mature size, the dimensions of the spaces in which the trees are to grow without future inconvenience to the residents or disruption to buildings:

Acer campestre
Field Maple
Alnus glutinosa
Alder
Betula pendula
Birch

Prunus avium
Wild Cherry
Prunus padus
Bird Cherry
Sorbus aucuparia
Rowan

Carpinus betulus
Hornbeam
Fagus sylvatica
Beech
Fraxinus excelsior
Ash

Sorbus aria
Whitebeam
Tilia cordata
Small Leaved Lime
Crataegus monogyna
Hawthorn

Where appropriate the scheme will include a number of suitable larger native species of trees. The aim of the proposed planting will be to provide a long-term improvement in biodiversity and a landscape gain in terms of tree cover. The provision of native landscaping will also contribute towards the objective of sustainability.

Whilst the redevelopment will result in the loss of trees from the site, efforts have been made to retain the best quality trees and design the development around them. The layout of the development is designed around the key oak tree which forms a centre piece to the scheme. Retention of the mature trees where possible accords with CAAP policy 5.5.

On balance, the mitigation through new tree planting combined with the regeneration benefits for the wider Colindale AAP area arising from the development, including the delivery of new housing, are considered to justify the loss of trees from the site.

Landscape strategy

A key element of the new landscape will be the creation of landscape character areas as follows:

Arrival Square - The buildings will form a public square facing Charcot Road incorporating a grid of new trees echoing the character of the Colindale Station piazza.

Site Frontage - A line of new street trees will be planted in front of Block N1 to reinforce and enhance the landscape character of the central access road.

New Streets - The new streets around the buildings will be enhanced with avenues and lines of trees as well as individual large specimen trees at key focal points continuing the theme of the Phase 1 street planting.

Podium Deck Garden - The podium deck garden with small multi-stemmed trees, hedges and flowering plants will provide a sequence of private terraces and communal gardens for resident's use incorporating toddler's play and casual recreation.

Courtyard Garden - A retained mature Oak tree will form the centrepiece of a private landscaped amenity space between the buildings which will include private terraces to ground floor residences and routes to building entrances for pedestrian circulation. The space will also provide a meeting place with seating for resident's use enclosed by flowering plants and low hedges.

Parking Courts - New parking courts will be provided on the railway boundary incorporating existing boundary trees in a scheme of new tree planting to offer screening of the site in views from the east.

The proposed landscape strategy is considered to be appropriate for the site and will create a variety of spaces that will stitch into the surrounding development on the site.

3.12 Energy and sustainability

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

It requires major developments achieve a 25% reduction in carbon dioxide emissions reduction residential buildings based on 2010 Building Regulations.

Policy 5.3 goes on to set out the sustainable design and construction measures required in major developments. Policy 5.5 and 5.6 require developments to connect to decentralised energy networks where they are available.

Colindale AAP Policy 6.1 also requires developments in Colindale to make the fullest contribution to the mitigation of, and adaptation to, climate change and to minimise emissions of carbon dioxide and reduce consumption of natural resources using the energy hierarchy. AAP Policy 6.2 requires developments to link in to, and support, a Colindale-wide CHP and district heating system with a central energy centre.

Development Management policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes. The council's adopted Sustainable Design and Construction SPD provides that where applicants commit to a Code Level 4 or above against the Code for Sustainable Homes there will be no further specific requirements for the provision of a set minimum level of on-site renewable energy generation for residential developments.

Connection to the Colindale Community Energy System

The proposed development will connect to the Colindale Community Energy System and Energy Centre which serves the wider Colindale Hospital development. The Energy Centre will provide heating and hot water via a centralised energy centre distributing heat through an underground heating pipe network. The Energy Centre currently provides the heating and hot water for all 726 residential units in the approved hospital development, the 240 units approved at Phase 2, the Aparthotel, the commercial units beneath the hotel and around the piazza, as well as the residential development of 104 flats at Brent Works on the opposite side of Colindale Avenue. Any electricity generated on site will firstly be utilised on the site to service the electrical loads of the large commercial anchor customers and any excess electrical generation will supply electricity back onto the grid. The energy system is operated and managed by E.ON Sustainable Energy, a division of E.ON UK plc as the Energy Services Company who will also be responsible for billing customers for their heat (and power, where supplying electricity). When the current application is included, the Energy Centre will heat over 1000 homes and a significant number of commercial properties in this part of Colindale.

The provision of a central energy centre and distributed energy network to form a community energy system, is a key requirement of meeting the sustainability aspirations of the London Plan and the Colindale Area Action Plan (CAAP). It is also critical to delivering key on-site

sustainable energy measures to satisfy requirements within the Code for Sustainable Homes and BREEAM.

CO2 Reduction

An Energy Strategy prepared by Think Three has been submitted with the application. The statement demonstrates the measures proposed for mitigating energy use and abating CO2 emissions on site to respond to various planning and building regulation compliance requirements aimed at addressing the impacts of climate change.

In order to determine the quantum of energy mitigation and low/zero carbon energy generation required to satisfy the policy requirements, the baseline energy demand for the site is modelled where it is constructed to meet the minimum requirements under the 2010 Building Regulations (notional baseline building specification).

The energy strategy seeks to minimise CO2 emissions by following the energy hierarchy within the London Plan as follows:

- 'Be lean' – the development provides high density housing utilising efficient build forms which inherently reduce energy demand. Enhancements to the building fabric and construction will deliver further reductions in energy demand. This means that the development will use less energy to begin with. The buildings will be constructed to meet Code Level 4. This approach will reduce CO2 emissions by greater than 44%;
- 'Be clean' – Connection to the Colindale Community Energy System ensures heating and hot water is provided efficiently through a centralised energy centre which consumes less gas and ensures efficient technologies like Combined Heat & Power plant can be utilised to deliver emissions reductions on-site;
- 'Be green' – biomass boiler technologies working in parallel with gas fired Combined Heat & Power will ensure that at least 20% of the emissions reductions are delivered using renewable sources on site.

Because the development is connecting into the Energy Centre and the local heating network, it is 'future proofed' for possible changes in fuel sources, legislation, and technology. This allows the Energy Centre boiler plant to be upgraded in the future rather than having to replace hundreds of individual boilers in each flat.

Colindale AAP Policy 6.3 requires residential development to achieve a minimum rating of Level 4 of the Code for Sustainable Homes, subject to a viability assessment. All of the flats proposed in this application will be designed to Code Level 4.

Conclusion for Energy and Sustainability

In summary, the development will:

- Reduce CO2 emissions by greater than 44%
- Abate 20% of CO2 emissions using renewable sources on-site
- Achieve a rating of Level 4 of the Code for Sustainable Homes for all dwellings
- Achieve a BREEAM Excellent rating for all non-residential buildings

The system has been designed by E.ON UK plc, a major energy supply company operating across Europe. It will be installed, operated and maintained by E.ON sustainable Energy, a division of E.ON UK plc as the Energy Services Company for a minimum of 25 years.

Customers of the system will benefit from E.ON's vast experience of managing similar systems in the UK and Europe. The centralised system offers benefits to customers through

efficient procurement of fuel (gas and biomass) and thereby insulates customers from retail utility price volatility.

The cost of customers' energy bills will be lower than costs of meeting their heating and hot water needs through conventional individual boilers, where much greater certainty of the monthly/annual costs is made possible because the variable heat usage charge forms a smaller proportion of the overall cost.

In contrast to conventional energy systems where individual plant solutions are specified, customers of the Colindale Community Energy system will benefit from the provision of full back-up energy generating plant in the event the priority firing plant failing, thereby minimising any risk of disruption to energy supply or services.

The proposals will deliver high quality, sustainable development in compliance with the requirements set out in the London Plan, Development Management Policies DPD and the Colindale AAP. The development will deliver a carbon saving of over 40% through insulated, efficient building design and construction and connection to the Colindale Energy Centre and district heat network. 20% of the CO₂ emission reductions will be achieved through renewable energy. All of the flats will be built to meet Code for Sustainable Homes Level 4. The application is considered to comply with London Plan policies 5.3, 5.5, 5.6 and 5.7, Development Management policies DM01 and DM04, and Colindale AAP policies 6.1, 6.2 and 6.3.

3.13 Flood Risk

Policy DM04 part g) states that development should demonstrate compliance with the London Plan water hierarchy for run off especially in areas identified as prone to flooding from surface water run off. Colindale AAP Policy 6.5 requires all development to incorporate Sustainable Drainage Systems (SUDS) to manage surface water run-off.

The application site is located within Flood Zone 1 where there is a low risk of flooding of less than 0.1% and is therefore deemed suitable for all forms of land use.

The former hospital site was served by a traditional surface water drainage network, without attenuation devices, which was believed to be overwhelmed on a relatively frequent basis causing localised flooding and uncontrolled run off to adjoining land. As part of the main Colindale Hospital development a new surface water drainage system has been installed that incorporates Sustainable Urban Drainage Systems (SuDS) features and flow control devices to restrict surface water runoff generated by rainfall events to greenfield runoff rates.

Surface water runoff will be directed to the Phase 1 surface water sewer, which has been designed to accommodate discharge from this site as it was formerly reserved for a College. However, the impermeable area will be increased by the proposed development and, as a consequence, there is potential for the peak rate and volume of surface water runoff from the site to be increased. To meet the requirements of the NPPF, a drainage system capable of attenuating storm events up to and including the 1% annual probability event including an additional 30% to allow for climate change would be required to ensure that post developed runoff rates do not exceed existing runoff rates.

Attenuation Storage is proposed in the form of a cascading system of Sustainable Drainage Systems that will be capable of restricting runoff from the developed site to greenfield rates. In the first instance, void systems will be provided below green roofs on the podium deck to attenuate and improve the quality of runoff from the deck and the surrounding roofs. Porous paving will be provided within car parking spaces to attenuate and improve the quality of

runoff from external paved areas. Cellular storage tanks are also proposed to provide a further level of attenuation and to contain runoff from extreme events.

Long Term Storage is proposed in the form of green roofs and rainwater harvesting devices, which will prevent runoff from entering the Tramway Ditch and Silk Stream by permit the rainwater to be evaporated or transpired back into the atmosphere or reused within the building, respectively.

This preliminary drainage strategy has demonstrated that there is sufficient open space throughout the Proposed Development to accommodate the range of SUDS features that are described in the preceding paragraphs. This approach provides a method of reducing the peak rate of runoff discharged from the Proposed Development to greenfield runoff rates, whilst also ensuring that the volume of runoff discharged from the Application Site is not increased. The proposed SuDS will also improve the quality of runoff and enhance landscape and amenity value. Consequently, it is considered that flood risk should not form a barrier to the granting of planning consent.

The Environment Agency has been consulted and have no objections to the application. Conditions are imposed requiring the measures specified within the submitted FRA and drainage strategy to be implemented. Subject to these conditions the scheme is not considered to give rise to an increase in flood risk, water pollution or an adverse impact upon the natural features and character of the area.

The proposed development represents an opportunity to reduce flood risk by improving drainage. The application therefore accords with Colindale AAP Policy 6.5 and DM Policy DM04.

3.14 Transport and movement

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network, seek more environmentally friendly transport networks, ensure that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan Document sets out the parking standards that the Council will apply when assessing new developments. Policy DM17 seeks that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Existing transport context

Colindale Underground Station is located less than 100m from the site and provides direct links into Central London. Colindale station is on the Northern Line and currently operates trains at a peak hour frequency of approximately 20 trains per hour. There are committed proposals by TfL to improve the signaling on the Northern Line which will enable frequencies to increase up to 24 trains per hour.

The PTAL Score for the site is 4 based on the proximity to Colindale Tube Station, the new interchange bus routes. There are 2 bus routes that run along Colindale Avenue and stop at Colindale Tube Station: the 204 and the 303. Route 204 is a high frequency double deck service that operates between Edgware Bus Station and Sudbury Town Station. There are no capacity related problems predicted on this bus service with the addition of the

development trips. Similarly, there are no predicted capacity issues on route 303 which is a single deck service that runs between Edgware Bus Station and Colindale Asda. An additional 4 bus services are available along the A5 (Edgware Road) within a 12 minute walk of the site. As part of the consented Colindale Hospital development and associated highways works, a new bus lay-by large enough to take two buses has been provided on the north side of Colindale Avenue outside Colindale Underground Station. This has replaced the old single bus stop that was previously on the road (i.e. no lay-by). This improvement means that two buses can use the bus stop at the same time and it also means that traffic can get passed while the buses are stopped.

Parking restrictions - the site is located within the Colindale Controlled Parking Zone (Zone P) which operates one hour parking controls from Mon-Fri (2pm-3pm). On Colindale Avenue, a waiting restriction from Monday to Sunday 8:00am-6:30pm is in operation with 'At Any Time' restriction in the vicinity of the Underground Station.

The proposed development will be accessed through the main Colindale Hospital development which is currently under construction via the new junction with Colindale Avenue that has been constructed as part of the approved scheme. The site access junction comprises of a three arm T-Junction and an assessment of the predicted operation of the junction, including the addition of traffic relating to the development proposals has been carried out.

Transport Assessment

Major development proposals with the potential for significant trip generation will be expected to be in locations which are, or will be made, highly accessible by a range of modes of transport and supported by a Transport Assessment that fully assesses the transport implications of the development across all modes.

Colindale AAP Policy 3.6 advises that development proposals will require the submission of a travel plan and transport assessment and include appropriate measures to minimise impacts on the local highway network and promote the use of public transport, walking and cycling.

A Transport Assessment (TA) was submitted for the main Colindale Hospital development (Phase 1) (ref H/00342/09) which assessed the impact of the proposed development on the road network and provided an analysis of the site's accessibility by alternative modes of transport. The TA assessed the development of 714 residential flats, a 17,000sqm college facility and a 293 bed Aparthotel. The TA submitted as part of the more recent application for the NBS Expansion / Birch / Willow / Elysian land at the rear of the hospital site (Phase 2) also assessed two possible options for alternative development on the former College Plot. The following options were submitted as separate outline applications which were subsequently withdrawn.

- Option 1 (H/04542/11): Reduction in scale of the college facilities permitted at Phase 1, alongside the provision of additional residential dwellings. The gross floor area (GFA) of the college in that case would have reduced from 17,000sqm to approximately 6,600sqm and an additional 67 residential dwellings were assessed, along with a small element of commercial floorspace at ground level
- Option 2 (H/04543/11): Replacement of the permitted college facilities (on the basis that the college does not relocate onto the Former Colindale Hospital site) with 170 residential dwellings and a small element of commercial floor space at ground level

In considering both of the options referred to above, the Phase 2 TA presented comparable transport scenarios which allowed the alternative development options for the former College plot site to be analysed.

A TA prepared by URS has been submitted with this application which assesses the potential impact of the proposed development. The TA for the current application has been prepared in relation to the proposed development to provide 157 residential dwellings on the Former College Land site, in place of the previously proposed college facilities.

The TA provides an indication of the number of vehicle movements which may be expected for the existing uses and the proposed development by reference to trip rate information.

Trip Generation, Distribution and Highway Impact

The predicted trip generation has taken into account the TAs submitted for Phase 1 and Phase 2 developments at the Colindale Hospital site. The TA for Phase 1 considered the trips associated with new college facility. The predicted trip generation for the original college facility is shown below on the table.

Table 1. Trip rates agreed for the original College facility

Peak Hours	Car and passenger Arrivals	Car and passenger Departures	Total trips
(8:00- 9:00)AM	144	11	155
(17:00-18:00)PM	37	43	80

The trip rates used to assess the Phase 1 application have been used to assess the residential units within the current application. These are shown in the table below.

Table 2. Trip rates agreed for residential development at Colindale Hospital Phase 1

Peak Hours	Arrivals	Departures	Total
(8:00- 9:00)AM	0.046	0.136	0.182
(17:00-18:00)PM	0.090	0.051	0.141

Using these trip rates the following vehicular trips have been calculated for the previous outline application which proposed 170 residential units on the College Plot.

Table 3. Trip rates for the previous outline application for 170 residential units on the College Plot

Peak Hours	Arrivals	Departures	Total
(8:00- 9:00)AM	8	23	31
(17:00-18:00)PM	15	9	24

The net vehicular trips for the previously proposed 170 unit scheme application can be derived by subtracting the trips generated by the proposed 170 units from the trips generated by the college facility originally proposed on the site. These are shown in the table below.

Table 4. Net vehicular Trip Generation for AM and PM peak hours

AM Peak	Arrivals	Departures	Total
(8:00- 9:00)	-136	12	-124

PM Peak	Arrivals	Departures	Total
(17:00-18:00)	-22	-34	-56

The current application comprises of 157 residential dwellings and 242sqm of commercial/retail space and the vehicle trip generation is set out on Table 5 below.

Table 5. Residential Vehicular Trips for current application

AM Peak	Arrivals	Departures	Total
(8:00- 9:00)	7	21	28

PM Peak	Arrivals	Departures	Total
(17:00-18:00)	14	8	22

The TA has compared the trip generation for the original proposal for the college facility against that of the residential dwellings now proposed as set out in Table 6 below.

Table 6. Net Vehicular Trip Generation: College Vs current residential application

AM Peak	Arrivals	Departures	Total
(8:00- 9:00)	-137	10	-127

PM Peak	Arrivals	Departures	Total
(17:00-18:00)	-23	-35	-58

This comparison shows that the current proposals would generate 127 and 58 fewer vehicle trips in the AM and PM peaks respectively in comparison to the original proposal to provide a new college on the site as was envisaged in the original Colindale Hospital masterplan and was assessed in the TA submitted with the original application. On the basis that there are less trips generated by the current residential proposal when compared to original proposal for a College, the Council's Highways officers consider that the application is acceptable in relation to traffic impact and trips.

Junction Capacity

The TA includes an assessment of the operation of the site access at it's junction with Colindale Avenue. The results show that the junction is well within capacity The worst case is in the AM Peak with the site access turning left at 32% of capacity and a queue of 1 vehicle and turning right at 64% of capacity and a queue of 2 vehicles. Colindale Avenue (east) ahead 49% of capacity and a queue of 2 vehicles and right 49% of capacity and a queue of 1 vehicle.

As part of Colindale Area Action Plan, there are proposals to improve various junctions within close proximity of the site. These are as follows:

- Bunns Lane / Grahame Park Way Junction Improvements – The implementation of this scheme is programmed to commence in July and all works would be completed by November 13.
- Montrose Avenue / A5 Junction Improvement Scheme – Scheme is likely to be implemented during 2014/15 financial year
- Colindale Avenue / A5 Junction Improvement Scheme – Scheme is likely to be implemented in 2014

Once above works are completed, these measures will improve and mitigate traffic congestion in this area.

Car Parking

The application proposes 110 residential parking spaces for the 157 units which is equivalent to 0.7 spaces per unit. Two further spaces are proposed for the commercial units. The proposed residential parking ratio of 70% is the same level of car parking that was approved in the main Colindale Hospital development and the more recent Phase 2 application. The spaces will be located at grade beneath the podium of Block N3, along the side street and access to the undercroft car park, and to the rear of Block N2 in a surface car park.

The proposed level of parking accords with the London Plan (2011) parking standards of 1 space per unit to less than 1 space per unit for 1 to 2 bedroom flats where developments are in areas of good public transport accessibility. The parking provision is also in line with Policy 3.5 of the adopted Colindale AAP which advises that parking provision of 0.7 spaces per unit will be encouraged on sites within close proximity to the public transport interchange, neighbourhood centre and high frequency bus routes.

This level of car parking will be supported by a Travel Plan for the development which will include tangible incentives for future residents to encourage use of other modes of travel. The incentives will be comparable to the Travel Plan agreed for the main Colindale Hospital development. Travel Plan measures are discussed in the section below.

The car parking within the development on the non-adopted roads and car parks will be controlled through a Car Parking Management Plan which will be secured by condition.

The London Plan states that “adequate parking spaces for disabled people must be provided, preferably on site”. The proposals include the provision of 14 disabled car parking spaces. This reflects the level of disabled car parking provided in the main Colindale Hospital development and is considered to be acceptable.

In order to prevent parking displacement from the main Colindale Hospital development and other approved nearby developments, a contribution of £15,000 was secured through the S106 agreement for application H/00342/09 to enable the Council to carry out a review of the Controlled Parking Zone (CPZ) in the area. A further £30,000 was also be secured to towards implementing an extension to the CPZ. Subject to consultation, a revised or extended Controlled Parking Zone (CPZ) will be introduced in the area. The adopted Colindale Hospital spine road will be included on the revised CPZ.

It is considered that, given the proximity of the site to Colindale Underground Station and bus services on Colindale Avenue, and in view of the Travel Plan initiatives that will be secured for the scheme to encourage the use of other means of transport to the car, and the existing and proposed extension to the CPZ in the local area, the proposed car parking provision of 70% is sufficient and accords with London Plan and Colindale AAP policy.

Car parking management

A number of objections have been received in relation to parking within the Colindale Hospital (‘Pulse’) development.

A Parking Strategy and Management Plan (February 2010) was approved for the main Colindale Hospital development pursuant to the requirement of Condition 7 of planning permission H/00342/09. The principal objectives of the PSMP are:

1. To ensure that the approved layout and number of parking spaces within the development are available for future occupants, within the phased provision, at all times.
2. To provide the agreed number of electric car charging points, as outlined in Condition 40 of the aforementioned consent, to both surface and undercroft parking areas.
3. To deter non-residents or other unauthorised individuals from parking within the development, including those future users of the Aparthotel, the Underground station, the college land, the NBS and Montrose Park.
4. To ensure that parking tied to future residents of the development does not spill into and congest the neighbouring streets (outside the development).
5. To ensure that the access and egress of vehicles to and from the NBS and the emergency access to the HPA is kept clear with minimal hindrance / obstruction both during and after construction of the development.
6. To introduce a monitoring regime that is enforced throughout construction and beyond the completion of the approved development.

Fairview have advised that the management of car parking at the Pulse development did not start immediately, as occupations needed to take place and the parking spaces needed to be provided. However, car parking management commenced earlier this year following the issue of parking permits. Since then there has been a three month 'grace period' for residents to get used to the parking regime, during which warnings, but no parking fines, have been issued. From the end of May penalties will be served for parking violations.

The following information has been provided by Crabtree Property Management, the managing agent responsible for The Pulse.

Parking Signage and Permits

Residents were informed of the car parking scheme on 8th February 2013 and advised that it would go live from 1st March 2013. Occupied flats who have purchased a parking bay have been provided with 1 allocated parking permit for their allocated bay. In addition, all occupied flats have been provided with 1 permit to park in the unallocated bays marked 'P' which are available on a first come first serve basis, and all occupied flat have also been provided with 1 visitor permit to be used in the bays marked 'P'. As each new flat is occupied, permits are delivered by hand shortly afterwards.

Car Parking Management and Enforcement

Crabtree has engaged the services of a car parking contractor, UK CPM, to manage the car parking scheme. UK CPM carry out patrols to the development at varying times during the day and usually 5-6 times a week. If vehicles are parked in the wrong bays or not displaying a correct permit, they are issued with a penalty charge notice. Crabtree will have the facility to see how many notices are issued on the development and will be able to provide fortnightly or monthly reports. UK CPM will continue to carry out random patrols at the development during the week. It is their intention to carry out daily patrols.

The level of control on the site is considered sufficient. A condition is recommended for this application requiring a car parking management plan to be submitted.

Cycle Parking

Table 6.3 of the London Plan (2011) sets out that for residential developments, a ratio of 1 cycle space per 1 or 2 bedroom unit should be provided, with 2 spaces being provided for properties with 3 or more bedrooms.

In compliance with the London Plan (2011), a total of 196 cycle parking spaces will be provided to serve the residential development. A further 12 cycle spaces are provided for the commercial units. This is considered sufficient in accordance with the London Plan policy requirement.

Car Club

Colindale AAP Policy 3.6 advises that developers should also consider car sharing schemes and car clubs. A Car Club is a scheme that provides its members with quick and easy access to a car for short term hire. Members can make use of car club vehicles as and when they need them. This scheme is aimed at reducing the need for individuals to own a car.

A car club has been provided in connection with the main Colindale Hospital development and is also operating at the Brent Works ('Rhythm') development on the south side of Colindale Avenue. The car club services will be run by ZipCar (formerly Streetcar) subject to demand. A total of 5 car club vehicles were proposed to be provided for use at the site (being introduced on a phased basis). All householders within the development are given free lifetime membership of the car club and also receive £100 driving credit which is provided by Fairview New Homes.

The use of the Car Club will be extended to the future residents of Phase 2 of the development when the flats are completed. The car club will therefore also be available for the occupiers of the flats proposed within this application. Further vehicles may be provided by ZipCar, subject to demand.

Travel Plan

A draft Travel Plan dated December 2012 has been submitted for the proposed development that follows the format of the Travel Plans submitted for the main Colindale Hospital development and the more recent Phase 2 application.

The Travel Plan sets out measures to encourage walking, cycling and use of public transport as well as the car club, car sharing. This information will form part of a Welcome Information Pack (WIP), which will be distributed to residents when they buy a flat on the development to make them fully aware of the alternative transport measures available to them. These packs are already being used in the parts of the main development that have been occupied and an example has been submitted with the application.

The existing Travel Plan for the main development includes a range of measures and incentives that are funded by Fairview New Homes. These include the car club membership and driving credit, travel vouchers allowing residents to claim for travel using public transport.

The main Travel Plan for the site will be extended, updated and resubmitted to encompass the units within this application. A similar range of incentives are and these will be secured through the Section 106 process. This will include funding the following:

- The Travel Plan shall link in with the Car Club provided on the main Colindale Hospital development approved under planning reference H/00342/09 and shall provide suitable dedicated car club parking spaces;
- Provision of £50 travel voucher for first occupiers of the units hereby approved towards travel by public transport within the London area (with a maximum of 2 per unit) up to a maximum cost of £15,700 to the applicant. The Travel Plan shall include a target that 50% of the units shall take up the travel vouchers within the first year of occupation;

- Provision of a total of £265 per unit (up to a maximum cost of £41,605 to the applicant) towards lifetime car club membership and associated car club usage comprising £165 lifetime membership for 1st occupiers which shall be transferable to the following occupant at no cost, and £100 free driving credit to the 1st applicant for each lifetime membership. The Travel Plan shall include an evidence based target for take up of the car club membership and driving credit;
- Provision for five years of an annual workshop for the servicing and maintenance of bicycles in order to encourage occupiers to cycle more regularly;
- To fund all marketing material which is travel plan specific (it will be expected that the car club operator will provide bespoke information which can be distributed for the development, based on previous arrangements)
- The appointment of a Travel Plan Co-ordinator for a period of five years from first occupation
- Funding for the completion of the travel plan surveys, which will be co-ordinated by the Travel Plan Co-ordinator

A contribution of £5,000 is required to towards the Council's costs in promoting more sustainable modes of transport and monitoring the travel plan that will be submitted for the development.

2012 Travel plan monitoring report for the Pulse development

The Council's Travel Plan Coordinator is in liaison with the developer. A Monitoring Report was submitted by The Travel Plan Coordinator (URS) to the Council in January 2013 for the Travel Plan at the main Colindale Hospital development. 258 units were completed and occupied at Oct 2012, however, it should be noted that only 76 households participated in the survey, representing 29% of completed and occupied units (at Oct 2012), equivalent to 11% of the whole Phase 1 site.

Initial travel surveys indicated that car use varied from 21% (work use) to 36% (recreational use). The initial target for car use (set in 2010 TP) was less than 39% over a 5 year period from implementation, therefore the development is currently in line with this initial target. Public transport use was particularly high 72.5% (work use) and 63% (recreational use) which reflects the site's location close to Colindale Tube Station and the bus services. Cycling and walking trips were recorded as very low.

There was a very low take-up of travel incentive vouchers, with only 23 adults (from 16 households) claiming their public transport vouchers in Year 1 (equivalent to a 6% take-up). At the end of year 1 there are two car club vehicles on site and 9% of occupied households had made use of the free lifetime membership offer. Greater promotion of these schemes will be going into the Action Plan of the updated Travel Plan review. Improvements will also be made to the Travel Plan for future phases to increase uptake of these incentives.

The targets within the proposed Travel Plan for the current application site will be set in light of the data in the monitoring report.

3.15 Section 106 Planning Obligations

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development. Colindale AAP Policy 8.3 states that the "Council will seek to ensure, through the use of conditions

and/or planning obligations, that new development provides for the planning benefits which are necessary to support and serve proposed new development in Colindale.

In accordance with development plan policies and the Council's supplementary planning documents the following obligations are required to be secured through a legal agreement with the developer.

Affordable Housing

In accordance with policy 3.12 of the London Plan and policies CS15 and DM10 of the Local Plan, the Council requires the applicant to enter into a Section 106 Agreement to secure the provision of 27 affordable units in total on site within the development comprising of the following:

- 4 x 1 bed wheelchair flats
- 4 x 2 bed, 3 person flat
- 6 x 2 bed, 4 person flats
- 9 x 3 bed flat
- 2 x 3 bed, 4 person maisonettes

Construction Training Initiative

To enter into a formal agreement with the Notting Hill Housing Trust to include provision for the following:-

- The agreed number of trainee places to be provided on the site of the Affordable Housing Scheme and the duration of the each placement:
- A commitment by the Owners to pay a percentage of the build costs in respect of the Affordable Housing Scheme such payment to cover general running costs such as trainees' fees fares and tools;
- a commitments by the Owners to pay a "provisional sum" expressed as a percentage of the build costs in respect of the Affordable Housing Scheme to cover trainees' wages

Apprenticeships

The applicant shall secure the provision of a minimum of 3 x Level 2 apprenticeships including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework.

Travel Plan

In accordance with policy DM17 of the Barnet Local Plan the applicant is required to enter into a Travel Plan for the development that seeks to facilitate modal shift in the choice of transport mode available to occupiers of the residential units, reduce reliance on the use of the private car, promotes sustainable means of transport and appoint an appropriately qualified Travel Plan Coordinator. The Travel Plan shall include the following:

- (i) Travel Plan for the main Colindale Hospital development approved under planning reference H/00342/09 ('Pulse') shall be extended, updated and resubmitted to encompass the development hereby approved;
- (ii) The Travel Plan shall link in with the Car Club provided on the main Colindale Hospital development approved under planning reference H/00342/09 and shall provide suitable dedicated car club parking spaces;
- (iii) Provision of £50 travel voucher for first occupiers of the units hereby approved towards travel by public transport within the London area (with a maximum of 2 per unit) up to a maximum cost of £15,700 to the applicant. The Travel Plan shall

include a target that 50% of the units shall take up the travel vouchers within the first year of occupation;

- (iv) Provision of a total of £265 per unit (up to a maximum cost of £41,605 to the applicant) towards lifetime car club membership and associated car club usage comprising £165 lifetime membership for 1st occupiers which shall be transferable to the following occupant at no cost, and £100 free driving credit to the 1st applicant for each lifetime membership. The Travel Plan shall include an evidence based target for take up of the car club membership and driving credit;
- (v) Provision for five years of an annual workshop for the servicing and maintenance of bicycles in order to encourage occupiers to cycle more regularly;

Travel Plan Monitoring contribution

Payment of a financial contribution of £5,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the travel plan that will be submitted for the development.

3.16 Community Infrastructure Levy

The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100sqm.

Mayoral CIL

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The proposed development is liable for charge under the Mayoral CIL. The applicant has calculated the Mayoral CIL payment on the basis of the floor areas of the residential and commercial elements of the development with social housing relief applied as appropriate. This results in a CIL payment in the order of **£378,595**.

Barnet CIL

Barnet Council adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development within the borough. All other uses and ancillary car parking are exempt from this charge.

The proposed development is liable for charge under the Barnet CIL. The applicant has calculated the Mayoral CIL payment on the basis of the floor areas of the residential and commercial elements of the development with social housing relief applied as appropriate. This results in a payment in the order of **£1,460,295** under Barnet CIL.

4. EQUALITIES AND DIVERSITY ISSUES

The Section 149 of the Equality Act 2010, which came into force on 5th April 2011 imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have in the preparation of this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation.

The proposed development will contribute to and compliment the redevelopment of the former Colindale Hospital site to provide a new neighbourhood within this part of Colindale in a location easily accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site. The development includes the provision of 19.2% affordable housing by habitable room. All of the new housing in the development will be built to ‘Lifetime Homes’ standards. The development includes two dedicated wheelchair flats (one 2 bed and one 3 bed). The development will provide 14 disabled car parking spaces.

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. Examples of this would include all the proposed residential units being constructed to meet the relevant Lifetime Homes standards, the provision of level or appropriately sloping access within the site, and the provision of two wheelchair accessible flats and the inclusion of 14 disabled standard parking spaces.

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters, by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The design of the proposed development is such that the site would, as an area of land, become significantly more accessible to all members of the community. In this sense the development would have a positive effect in terms of equalities and diversity matters.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council’s Equalities

Policy or the commitments set in our Equality Scheme and support the council in meeting its statutory equality responsibilities.

5. CONCLUSION

The application seeks permission to construct 157 new flats within two separate blocks ranging from four to nine storeys in height. The scheme is part of the wider redevelopment of the former Colindale Hospital site by Fairview New Homes which is a key development site within the Colindale Area Action Plan.

The site was originally earmarked within the masterplan for the redevelopment of the former Colindale Hospital for the relocation of Barnet College from its existing campus on Grahame Park Way. Since the original application for the former hospital site was approved, Barnet College has merged with Southgate College. The new joint colleges are now pursuing an alternative site within Phase 1B of the Grahame Park Estate regeneration for their relocation. Therefore the plot within the Colindale Hospital development is no longer required for a college facility. Residential development with commercial uses on the ground floor has been shown to be appropriate and in accordance with planning policy.

The proposals conform to the framework of national, London-wide and local planning policies which encourage the sustainable regeneration of brownfield sites such as this, bringing them back into economically, socially and environmentally beneficial uses.

The development represents a density of 199 dwellings per hectare which is within the London Plan density range for an 'Urban' site with a PTAL rating of 4 but is above the density guide of 150 dwellings per hectare set in the Colindale AAP. The flats will meet or exceed the minimum internal space standards set out in Table 3.3 in the London Plan. The blocks are designed with reference to the London Housing Design Guidelines (GLA). A high proportion of the flats are dual aspect. Given the accessible location the proposed residential density is considered to be appropriate.

A good mix of unit sizes are proposed including 25% 3 beds. The application will deliver 27 affordable housing units (all 'affordable rent' and delivered without public subsidy) – equivalent to 17.2% of the number of units, 19.2% of the habitable rooms. The level of affordable housing reflects has been tested and verified through a Viability Toolkit assessment which has been independently reviewed.

The layout of the blocks, new streets and spaces seamlessly integrate with the masterplan for the main Colindale Hospital development. The development has been carefully considered as an extension to the existing approved development. The buildings enclose new streets and the central square by providing active frontages with front doors and windows. The design of the buildings reflect the architectural style of the buildings already approved to provide quality contemporary architecture. The buildings are articulated with varying heights and stepped rooflines. There will be no adverse heritage impacts with respect to archaeology and near-by Grade 2 listed Administration Building and Aeroville.

The proposed new private and public areas of amenity space (including 'arrival square', the courtyard garden and podium deck garden) will provide an attractive setting for the development which meshes seamlessly with adjacent earlier phases of development. All flats have their own balcony or terrace and have access to the communal courtyard and garden. Many of the trees on the site will be retained, including those adjacent to the underground line and the Category A oak tree which will provide the centrepiece for the new courtyard

garden. Thirty four new trees will be planted along the street frontages, 'arrival square' and podium garden. The landscape strategy for the site will also create new ecological habitats and improve the site's biodiversity.

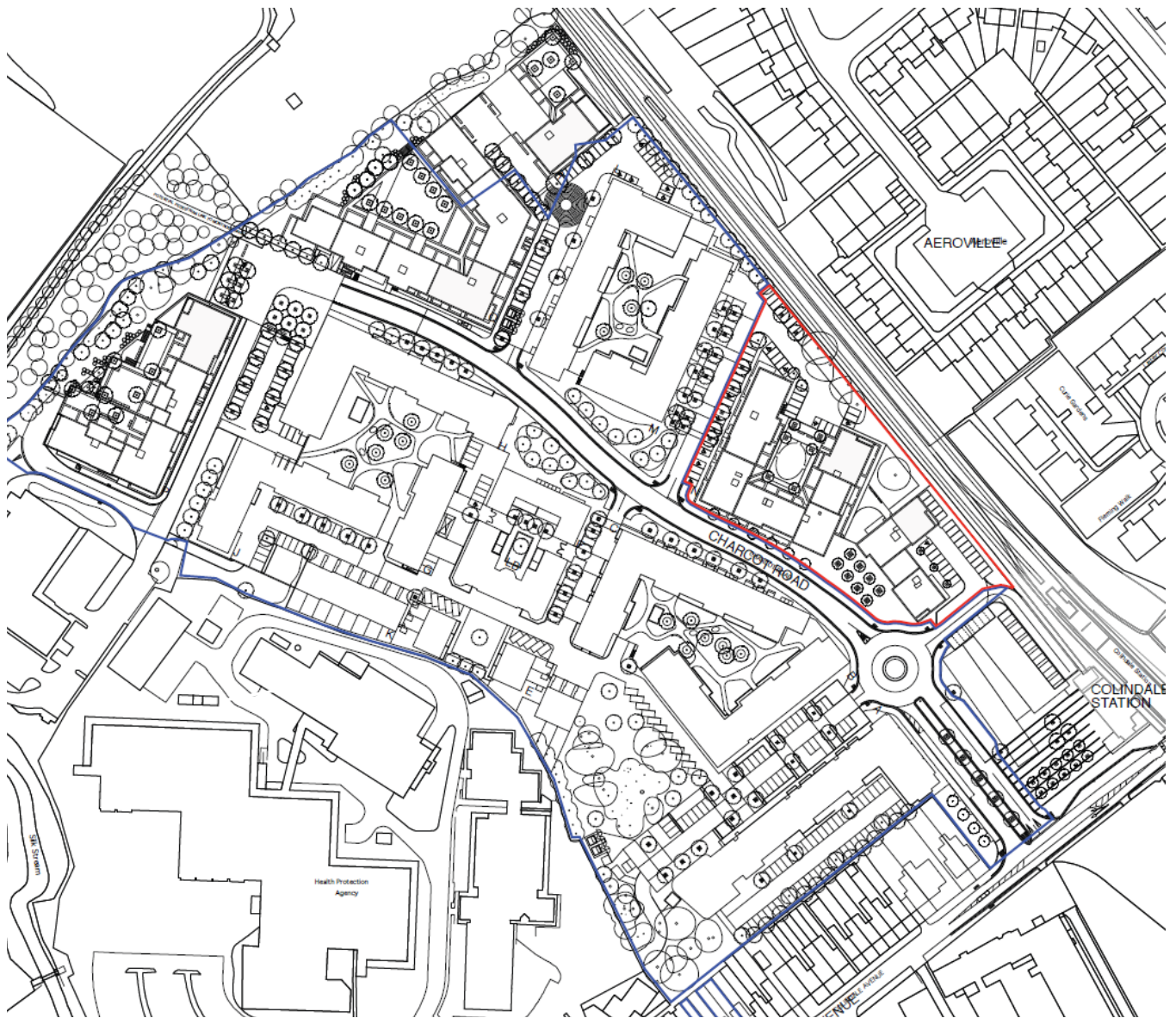
A total of 110 parking spaces are proposed which equates to 70% (0.7 spaces per unit) with cycle parking provided at a ratio of at least one per residential unit. This reflects the sites accessible location close to Colindale Tube Station and interchange, and is supported by a Travel Plan which includes a package of choice based measures including subsidised car club membership and travel vouchers worth £100 for each flat for subsidised travel on public transport. The level of car parking is the same as that approved for the main Colindale Hospital development and is consistent with the London Plan parking standards and the parking policies contained emerging Colindale AAP. The majority of the car parking (110 spaces) will be at ground floor level enclosed by a podium with the remainder sited within open landscaped parking areas.

The proposed development will provide energy efficient new homes and will achieve a reduction in CO2 emissions of 44% through efficient building design and connection to the Colindale Hospital Community Energy System which is powered by the Energy Centre which has been delivered in the main Colindale Hospital development. The Energy Centre will provide heating and hot water via a centralised energy centre distributing heat through an underground heating pipe network. This is in accordance with the London Plan energy hierarchy and policies for carbon reduction. All of the flats will be built to Code for Sustainable Homes Level 4 in accordance with the Colindale AAP policies.

In conclusion, the application completes the final phase of the regeneration of the former Colindale Hospital and provides a significant element of high quality housing, including a high proportion of family-size units.

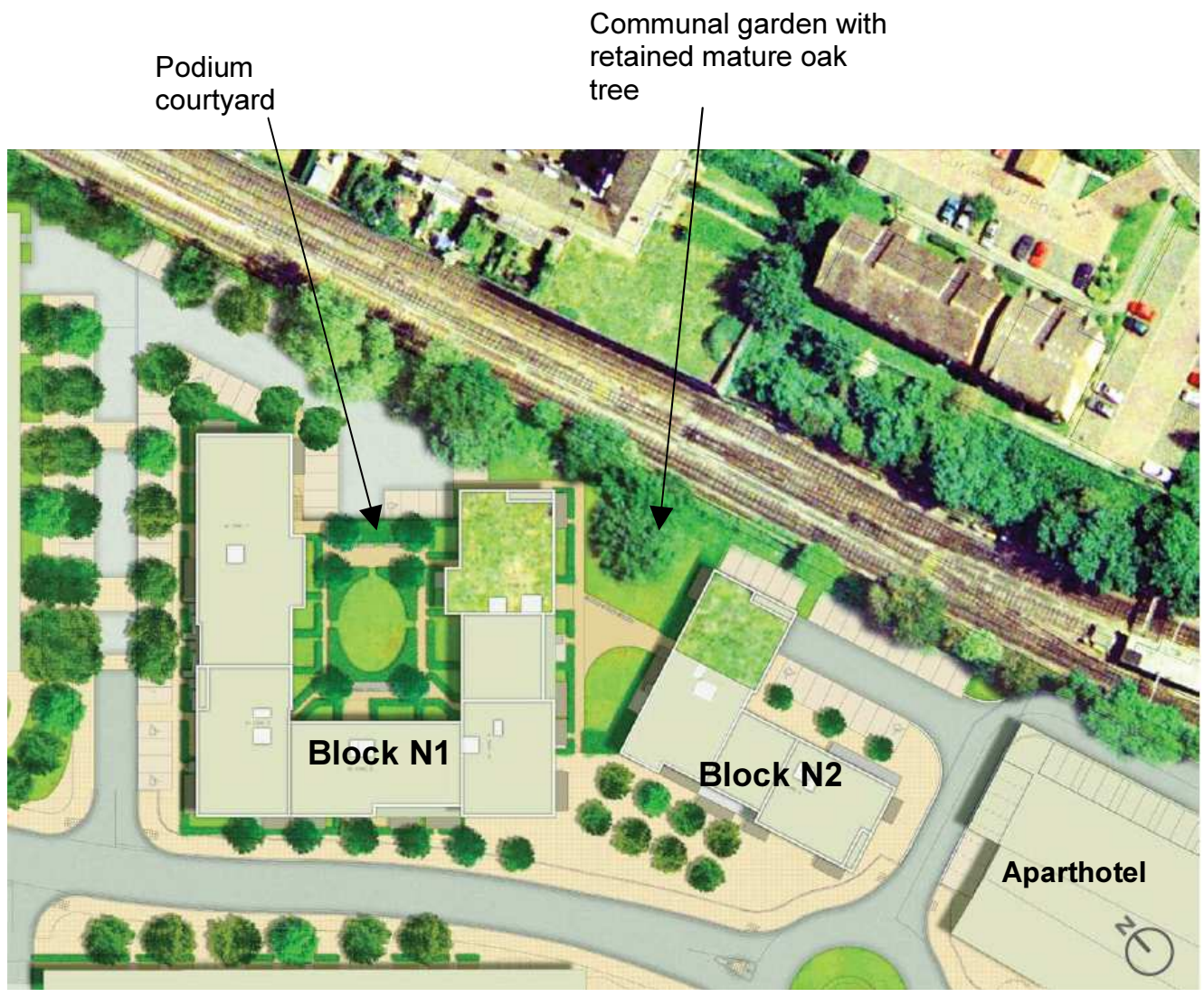
All relevant guidance contained within the NPPF and policies within the London Plan (2011), Barnet Core Strategy and DMP DPD (2012) and the adopted Colindale AAP (2010) have been fully considered and taken into account by the Local Planning Authority. For the reasons set out in this report, it is considered that the proposal represents an appropriate redevelopment of an identified development site within the Colindale/Burnt Oak Opportunity Area and will contribute to the continued regeneration in Colindale in accordance with the objectives and policies of the Colindale Area Action Plan. Accordingly, subject to the satisfactory completion of a Section 106 agreement and the conditions detailed in the recommendation, **APPROVAL** is recommended.

APPENDIX 1 – Application site in context of approved Colindale Hospital development



APPENDIX 2 – Scheme Layout and Building Heights

Proposed block Layout

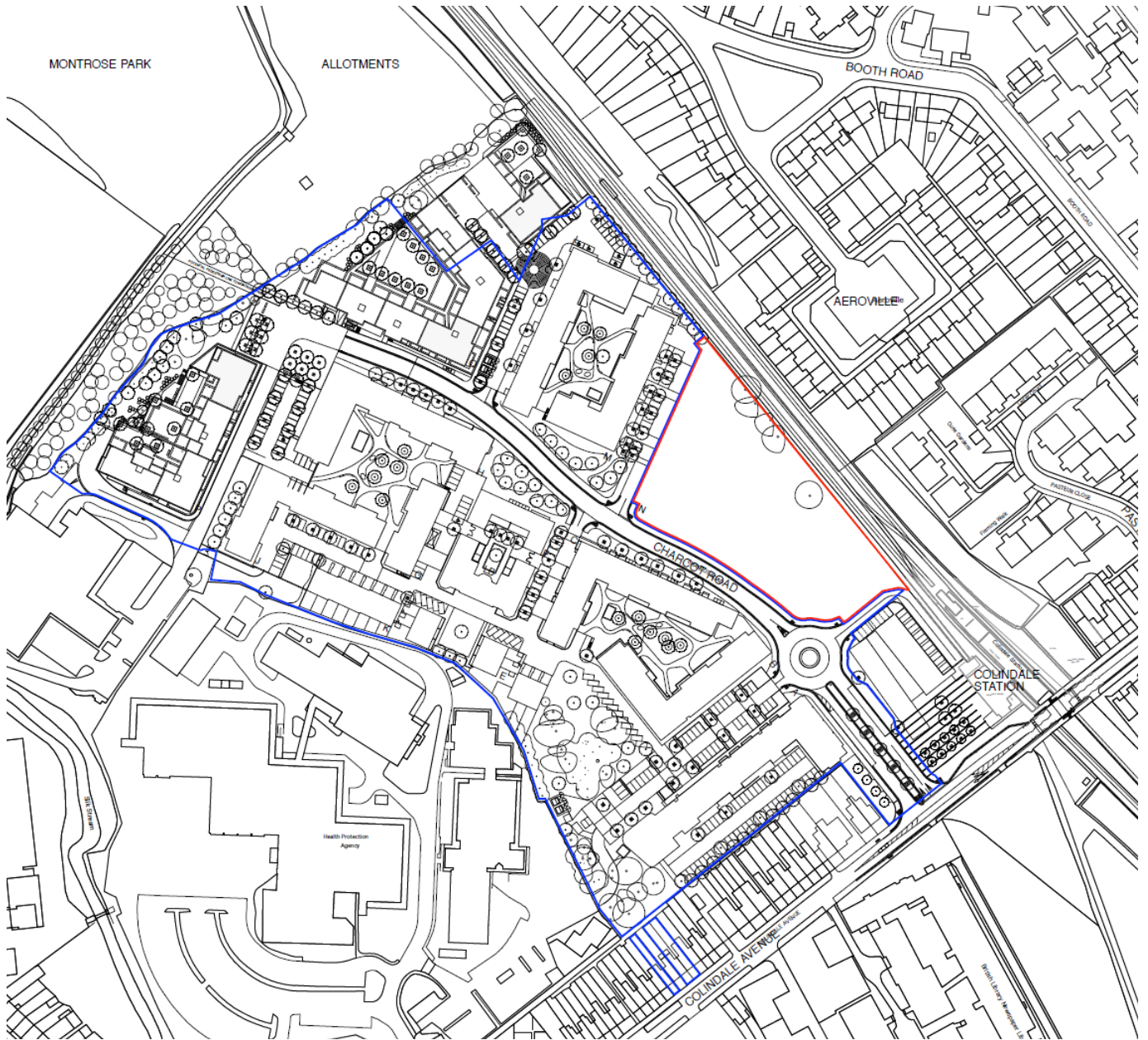


Building Heights



**SITE LOCATION PLAN:
Former College Plot within the Former Colindale Hospital Site, Colindale Avenue,
London NW9 5DZ**

REFERENCE: H/00093/13



LOCATION: Old Stationers Playing Fields, Barnet Lane, Barnet, Herts EN5
2DN
REFERENCE: B/04218/12 **Received:** 08 November 2012
WARD(S): Underhill **Accepted:** 08 November 2012
Expiry: 07 February 2013 **AGENDA ITEM 8**

**Final
Revisions:**

APPLICANT: Hadley Wood Sports Trust

PROPOSAL: Extension of time limit to implement previously approved application Ref: B/01802/09 dated: 09/12/2009 for "Construction of new pavilion with refuse store to replace existing. Formation of 2 grass pitches and an artificial turf pitch with 8 associated flood lights and mesh fencing. New perimeter security fence, all in connection with use of site as a football training ground."

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

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

Drawing Nos. 287/PL(0)010A, 102D, 202, Design and Access Statement, and Consultation Document (received 26 May 2009)
Supporting Planning Statement (received 28 May 2009)
Drawing Nos. 287/PL(0)110F and 112, and Floodlighting Specification (received 11 June 2009)
Email from agent (received 18 November 2009)
Drawing Nos. 287/PL(0)101D and 111A, and email from agent (received 23 November 2009)
Flood Risk Assessment 880414R1(0) and WYG Daytime Bat Assessment A080982 dated 21 March 2013 (received 26 March 2013)

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

2. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. Before this development is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and any other changes proposed in the levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The

development shall be implemented in accordance with such details as approved.

Reason:

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

4. Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

5. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

6. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

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

7. A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

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

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

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

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

10. The non-residential development is required to meet the following generic environmental standard (BREEAM) and at a level specified in Table 2.19 of the adopted Sustainable Design and Construction Supplementary Planning Document (April 2013). Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason:

To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (April 2013) and policies 5.2 and 5.3 of the London Plan (2011).

11. No site works or works on this development shall be commenced before temporary tree protection has been erected around existing tree(s) in accordance with details to be submitted and approved in writing by the Local Planning Authority. 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.

Reason:

To safeguard the health of existing tree(s) which represent an important

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

12. The level of noise emitted from the plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

13. Before development commences, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development of the ventilation/extraction plant. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

14. Notwithstanding the information already submitted, details of the proposed floodlights including measures to prevent light shining in the trees surrounding the site, shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted commences. The floodlights shall be implemented and permanently maintained in accordance with the details as approved.

Reason: To ensure that the proposal protects local biodiversity and the character and appearance of the area, in accordance with Policies DM01 and DM16 of the Development Management Policies DPD.

15. The floodlights hereby approved shall only be used between the hours of 4:00pm to 9:30pm Monday to Saturday, and 4:00pm to 7:00pm Sundays.

The floodlights shall not be used at any time on Bank or Public Holidays.

Reason:

To ensure the floodlights are operating appropriately and to minimise light pollution, in order protect the character of the area in accordance with Policy DM01 of the Development Management Policies DPD.

16. Notwithstanding the details already submitted, before the development hereby permitted is brought into use details of the site enclosures and proposed fencing both around and within the site shall be submitted to and approved in writing by the Local Planning Authority, and installed in accordance with the approved details thereafter.

Reason:

To ensure that the proposed development does not prejudice the character and appearance or openness of the Green Belt and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with policies DM01, DM03, DM17 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

17. Before the pavillion hereby permitted is first occupied, the proposed hours of use must be submitted to and approved in writing by the Local Planning Authority. The pavillion shall thereafter be used only in accordance with the hours of use as previously approved in writing.

Reason: To ensure that the amenities of neighbouring properties are protected from the development in accordance with Policy DM01 of the Development Management Policies DPD.

18. Before development commences, a noise assessment will be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval. The report will assess the likely impacts of noise. This report must be submitted in writing for the approval of the Local Planning Authority before the development commences. The approved measures shall be implemented in their entirety before the use commences.

Reason: To ensure that the amenities of neighbouring premises are protected from noise from the development, in accordance with Policy DM01 of the Development Management Policies DPD.

19. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment dated March 2013 (880414 R1(0)) and the following mitigation measures detailed within:
- Section 6 - Surface water drainage techniques.
 - Section 8.1 - Floor level set at approximately 300mm above the highest 1 in 100 year plus climate change flood level (76.08mAOD)(above Ordnance Datum).
 - Section 8.2 - A flood plan detailing action to take in a flood event shall be drawn up.
 - Section 8.3 - The development shall be constructed using the latest best practice flood resistant construction techniques.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

20. Any site clearance works, including the demolition of the pavilion building, shall be carried out outside of the bird nesting season, which lasts from October to February inclusive.

Reason: To ensure birds are not disturbed during the nesting season, in accordance with Policy DM16 of the Development Management Policies DPD.

INFORMATIVE(S):

1. The reasons for this grant of planning permission or other planning related decision are as follows:

i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Core Strategy (2012) and Development Management Policies DPD (2012). In particular the following polices are relevant:

Core Strategy (Adopted) 2012: CS NPPF, CS1, CS5, CS7, CS10 and CS11.

Development Management Policies (Adopted) 2012: DM01, DM03, DM13, DM15, DM16 and DM17.

ii) The proposal is acceptable for the following reason(s): The proposal is consistent with the purposes and objectives of Green Belt policy. The proposal will not harm the character and appearance of the site or the street scene of Barnet Lane. The proposal would not have an adverse impact on the amenities of the occupants of any neighbouring residential property. The proposal will not harm the neighbouring Upper Dollis Brook SINC and sufficient information has been provided to demonstrate there will be no impact on Bats or any other protected species. The application accords with the abovementioned policies.

iii) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.

2. You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and & measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 4) Department of transport: Calculation of road traffic noise (1988);

3. Any and all works carried out in pursuance of this planning permission are subject to the duties, obligations and criminal offences contained in the Wildlife and Countryside Act 1981 (as amended). Failure to comply with the provisions of the Wildlife and Countryside Act 1981 (as amended) may result in a criminal prosecution.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The Mayor's London Plan July 2011:

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Relevant policies: 2.18, 3.16 and 3.19.

Relevant Local Plan (2012) Policies:

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Both DPDs were adopted on 11 September 2012.

Relevant Core Strategy DPD (2012): Policies CS NPPF, CS1, CS5, CS7, CS10 and CS11.

Relevant Development Management DPD (2012): Policies DM01, DM03, DM13, DM15, DM16 and DM17 .

Relevant Planning History:

Site Address: Old Stationers Playing Fields, Barnet Lane, Barnet, EN5 2DN
Application Number: B/01802/09
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 01/02/2010
Proposal: **Construction of new pavilion with refuse store to replace existing. Formation of 2 grass pitches and an artificial turf pitch with 8 associated flood lights and mesh fencing. New perimeter security fence, all in connection with use of site as a football training ground.**

Consultations and Views Expressed:

Neighbours Consulted: 214 Replies: 6 letters of objection have been received.

Neighbours Wishing To Speak: 5

The objections raised may be summarised as follows:

- Proposal would result in excessive vehicle access in and around the development.
- Object to noise generated in early hours and late evening.
- Object to use of lighting.
- Object to loss of valuable area enjoyed by the local community.
- The proposals will result in the privatisation of public parkland intended for the enjoyment of the entire community.
- The site is located within Green Belt and designated Metropolitan Open Land and proposal encourages encroachment onto the land.
- The proposal will negatively affect ecology, biodiversity and wildlife such as species of Thrush, Gull, Wagtails, Blackbirds, Fieldfares, Redwings, Starlings, Sparrows and Geese.
- Negative effect on Whimbrels migration route.
- The presence of Bats (EU Protected Species) has been established in the area and the proposal would threaten their habitat.
- The proposal would be detrimental to the nearby Site of Nature Conservation Importance in the Upper Dollis Brook.
- The proposals are contrary to the NPPF in its emphasis on wildlife corridors and the ability for open land to perform flood risk reduction.
- Other more suitable sites exist for the proposed use in the area, e.g Underhill Stadium once vacated.
- Excessive increase in volume of traffic on Barnet Lane.

- Increase in noise pollution, due to proposed activities.
 - Increase in light pollution from artificial lighting,
 - Unacceptable loss of community space.
 - The increase in usage will increase pollution risk via poisonous herbicides & pesticides.
 - Insufficient parking facilities in the area.
 - The proposal detracts from the area's natural character.
 - No detailed Bat Survey has been carried out.
- **The Barnet Society:** Object. Fencing removes recreational land from the publicly accessible Green Belt. Floodlighting is damaging to wildlife and detrimental to the rural character of the Green Belt. Synthetic surface will detract from the natural character of the Green Belt and is damaging to biodiversity.
 - **Totteridge Residents Association:** Feel that the application should not be renewed as the development would be harmful and detrimental to the amenities this land provides to local residents, the Green Belt and wildlife dependent upon this land area.
 - **Joint Vice-Chairman of London Wildlife Trust (Barnet Group):** Object. The site is on Green Belt land, and the proposed use conflicts with the Green Belt's purpose. The floodlighting and fencing would destroy openness and visual amenity. The proposal would not protect or enhance biodiversity. Insecticides used on grass pitches would destroy plants and invertebrates which add to the Sites of Borough and Local Importance for Nature Conservation. Floodlighting will attract moths and other insects, and bats. Parking provision is not sufficient to meet additional demand.

Following the receipt of an updated FRA (carried out in accordance with the requirements of the NPPF) and an updated Daytime Bat Assessment, additional consultation was carried out. Four further letters of objection were received, all from interested parties who had already raised objections as summarised above. No new comments were received which have not already been summarised above.

Internal /Other Consultations (responses summarised):

- **Environment Agency** - No objections were raised as part of the previous application. In the current application, the Agency has advised that some of the proposed development is within Flood Zones 2 and 3. They acknowledge that whilst it would be advisable for the development to be located in Flood Zone 1, this cannot be achieved as part of the current planning application. Conditions are recommended, to mitigate against the impacts of any flood events.
- **Sport England** - Have not responded. Sport England did not object to the original application, and commented that they support the proposed development set out in the application.
- **Fields in Trust** - No response received. A response was not received at the time of the previous application.
- **Natural England** - No specific comments have been received, with the response advising that 'the lack of specific comment should be interpreted as a statement that the application is not likely to result in significant impacts on statutory designated sites, landscapes or species'. The response states that it is for the Local Authority to determine whether or not this application is consistent with national or local policies on biodiversity. As part of the previous planning application, Natural England raised no objections, stating that they were satisfied

with the level of survey undertaken with regard to bats, and that floodlights should be designed and positioned to only light those areas where they are needed. These comments were taken into account during the previous planning application, with planning conditions attached as appropriate to address the comments.

- **London Wildlife Trust** - Wishes to register an objection. Application proposes the loss of greenspace with no mitigation for this loss. Bat survey is inadequate. Floodlighting would have significant issues for bats. Proposal would result in the loss of publicly accessible space due to the proposed fencing.
- **London Wildlife Trust - Barnet Group (Planning Group)** - Wish to express concerns regarding this proposal. Take exception to the privatisation of public parkland and amenity space. Application encourages encroachment onto the Green Belt/MOL. Proposal will be detrimental to biodiversity. Floodlighting should not be introduced where Protected Species are foraging or commuting between roosts. Proposal will result in increased pollution risk, flood risk, traffic congestion,
- **LBB Street Lighting** - No response received. No objections were raised as part of the previous application.
- **LBB Environmental Health** - No comment. No objections were raised as part of the previous application.
- **LBB Traffic & Development** - No objections on highways grounds. No objections were raised as part of the previous application.
- **Herts and Middlesex Wildlife Trust** - The application involves installation of floodlighting on new sports pitches. Whilst it is recognised that lighting/floodlighting is required for safety and security reasons in certain locations, it is important that potential impacts on wildlife are taken into account and that lighting schemes are designed to avoid adverse impacts on local wildlife and ecological connectivity. It is recommended that guidance in the Bat Conservation Trust's advice note on bats and lighting in the UK (CT, 2008) is followed in lighting scheme design.
- **LBB Trees and Landscaping** - No objections were raised as part of the previous application, and conditions were suggested. These remain relevant.

Date of Site Notice: 29 November 2012

2. PLANNING APPRAISAL

Site Description and Surroundings:

The application site is located on the eastern side of Barnet Lane, and is part of a larger complex of playing fields which extend from Barnet Football Club to the north, down to South Herts Golf Course to the south. The site is between Barnet Lane and Grasvenor Avenue.

The site contains a disused single storey pavilion, and grass football pitches. The boundary treatment fronting Barnet Lane is an open wire fence. A concrete slab from a previous pavilion still remains on the site.

The application site is within the Green Belt.

Proposal:

The original planning application on this site, approved in December 2009, sought to provide a new site for children's football in Barnet. Hadley Wood Youth Trust worked in conjunction with Barnet College and Whitefield school, and required wider facilities to meet the demand for young persons football in this area of Barnet. This

application would facilitate sports education, training schemes and disability programmes. The agent has advised that Hadley Wood Youth Trust have confirmed that the previous agreement with Barnet College and Whitefield School has lapsed. However, they are in negotiations with two local schools to enter into partnership. Any formal agreement cannot be concluded before this planning application is granted.

The application proposes the demolition of the existing pavilion on the site and its replacement with a new pavilion building in a similar position within the site to provide new changing room facilities, coaching rooms and a social area. The replacement pavilion would measure approximately 10.5 metres in depth by 36.5 metres in width. It would have a pitched roof with a height of 4.2 metres. The roof of the pavilion would overhang 1.8 metres to the east elevation, forming a covered area.

The application also proposes a new full size grass football pitch (100.5m by 64m), a smaller grass pitch (45.7m by 27.4m) and a full size artificial pitch (100m by 65m).

The artificial pitch would include eight floodlights. These would each have a height of 15 metres from ground level. This pitch would be set approximately 40 metres back from Barnet Lane, 65 metres from properties on Crocus Field and over 200 metres from the rear boundary of properties fronting Grasvenor Avenue. The artificial pitch would be enclosed by 3 metre high fencing, rising to 5 metres high behind each goal.

A new refuse store and boundary fencing are also proposed. The refuse store would be 2 metres high, and located in the same position within the site as the existing. The new perimeter fencing would be 2 metres high, and full details of this fencing are to be secured by planning condition.

Planning Considerations:

The guidance published by DCLG regarding the handling of applications such as this advises that "LPAs should, in making their decisions, focus their attention on development plan policies and other material considerations (including national policies) which may have changed significantly since the original grant of permission". In this case, the development plan has changed substantially, in that the Unitary Development Plan (2006) has been replaced by the Local Plan Core Strategy and Development Management Policies Development Plan Document (both adopted September 2012). In addition, the National Planning Policy Framework has been published (March 2012) and this supersedes all previous planning policy guidance notes and planning policy statements. As such, it is necessary to assess the proposal in light of current planning policy.

The main issues for consideration in this case are as follows:

- Whether harm would be caused to the openness of the Green Belt;
- Whether harm would be caused to the character and appearance of the area;
- Whether harm would be caused to the amenities of occupants of neighbouring properties;
- Whether harm would be caused to biodiversity.

The appropriateness of the proposed development and its impact on the openness of the Green Belt

The NPPF states that a local planning authority should regard the construction of

new buildings as inappropriate in the Green Belt. Exceptions to this are the provision of appropriate facilities for outdoor sport and outdoor recreation, as long as it preserves the openness of the Green Belt. The NPPF confirms that as with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. This guidance is reflected in Local Policy DM15, which states that essential facilities for appropriate uses will only be acceptable where they do not have an adverse impact on the openness of the Green Belt.

Policy 3.19 of The London Plan states that development proposals that increase or enhance the provision of sports and recreation facilities will be supported. The provision of floodlighting should be supported in areas where there is an identified need for sports facilities to increase sports participation opportunities.

It is proposed that the site be used by Hadley Wood Football Club, for the activities and purposes set out above. Their use of the site as an outdoor sport and recreation facility is considered to accord with the abovementioned exception to Green Belt policy, comprising an appropriate use in this Green Belt location.

With regard to the new built form on the site, it is noted that the existing pavilion is proposed to be replaced by a larger pavilion structure. However, the replacement pavilion would be in a similar position within the application site to the existing pavilion and the previous pavilion, of which the slab still remains. The proposed building would be set back approximately 10 metres from Barnet Lane, and adjacent to the existing parking area. When comparing the footprint of the proposed building to that of the existing built and developed form on the site, it is considered that the proposed pavilion would not result in such a substantial increase of built form within the site that it would be detrimental to the openness of the Green Belt. The proposed pavilion would relate well to the appearance and use of the application site, would be essential for outdoor sport and recreation, and no objections are raised with regard to the impact of the proposed pavilion on the openness of the Green Belt.

The proposed sports pitches would not appear as harsh, large or solid structures. They would facilitate, and thus be essential for, outdoor sport and recreation, and would not reduce the openness of the Green Belt. The refuse store would be a small and unobtrusive building which would ensure the appearance of the site is not adversely affected by any refuse containers. Given its size and siting, this would not adversely affect the openness of the Green Belt.

The flood lighting would be to the artificial pitch only. The floodlighting would comprise eight 15m high columns. A lighting report was submitted as part of the original planning application indicating the spillage of light expected from the development. Given the slender design of the floodlights, and their proposed use to facilitate the use of an essential outdoor sport and recreation facility, it is considered that the proposed floodlighting columns would not have an adverse impact on the openness of the Green Belt.

The boundary fencing around the perimeter of the site would be relatively low, and commensurate with that around the existing site and neighbouring sites. The fencing, given its height and design would not adversely affect the openness of the Green Belt.

The application site will be levelled, and the previous application required details of

this levelling to be submitted to and approved by the Local Planning Authority before works take place. The works were considered acceptable at the time of the previous application and no objections are raised to the levelling in the current application in respect of its possible impact on the openness of the Green Belt.

Impact on character and appearance of the area

The formation of the grass pitches, whilst involving some levelling of the land, would not adversely affect the appearance of the area. The artificial pitch with floodlighting, the replacement pavilion and the fencing have all previously been considered to have an acceptable impact on the character and appearance of the area. The policy requirement remains similar in this respect, and it is not considered that any element of the proposed development would be detrimental to the character or appearance of the locality.

Impact on neighbours

The application site is set the other side of Barnet Lane from the nearest residential properties. Given the existing use of the site for sporting facilities, it is not considered that the proposal would cause any additional noise or disturbance to the occupants of any neighbouring properties. The floodlit areas of the site would be set over 65 metres from the nearest residential properties, and given the light spillage as set out on the submitted plans would not adversely affect the amenities of the occupants of any residential property. As such, as with the previous application it is not considered that the proposal would adversely affect the amenities of the occupants of any neighbouring property.

Impact on biodiversity

All species of bat are fully protected under 'The Conservation of Habitats and Species Regulations 2010'. They are also protected under the Wildlife and Countryside Act 1981 (as amended).

Article 12 of the Habitats Direction contains a range of prohibition seeking to protect bats and other European Protected Species. These prohibitions include deliberate capture or killing, and deliberate disturbance which includes disturbance likely to:

- (a) impair their ability to
 - (i) survive, breed, reproduce or rear or nurture their young; or
 - (ii) in the case of animals of hibernating or migratory species, to hibernate or migrate; or
- (b) affect significantly the local distribution or abundance of the species to which they belong
- (c) damage or destroy a breeding site or resting place used by bats.

The Local Planning Authority is required to have regard to the requirements of the Habitats Direction in deciding whether or not to grant planning permission.

As part of the previous planning application, a bat survey was submitted. Objections were raised by the NW London branch of the RSPB, and the London Wildlife Trust. However, Natural England raised no objections. They advised that the Council should ensure that the light from floodlighting does not spill onto the Upper Dollis Brook Site of Importance for Nature Conservation or the lines of trees which may potentially provide commuting and foraging habitat for bats. The plans submitted with the original planning application showed that this would be the case. Conditions were attached to the previous grant of planning permission to ensure these recommendations were met, and to ensure that the proposal would not be

detrimental to biodiversity in the area.

As part of the current planning application, a new bat assessment has been undertaken and submitted to the Council. This states that the existing building on the site was found to have negligible bat roost potential. In relation to trees, it states that as all the trees will be retained, no potential roost will be physically lost. In relation to the proposed lighting, it recommends the use of lighting hoods to minimise light spillage, a reduction in the light intensity, the use of light curfews and the use of security lights for only short durations.

The findings of this updated bat survey are not dissimilar to the findings of the previous survey. These findings were accepted by the Council, with planning conditions attached to the permission granted to ensure any adverse impact of the proposal would be mitigated. The application site is not located within a Site of Importance for Nature Conservation (this is to the south of the application site). Given that planning policy still seeks to protect biodiversity, it is considered that the imposition of the same conditions as previously used would be sufficient to ensure the proposal does not harm biodiversity in the area.

The comments made in respect of the potential impact of the proposed development on various bird species are acknowledged. Several of the species referred to have the same statutory protection afforded to bats as referred to above. The application site is a sports ground and has been used and maintained as such for many years. Whilst it is accepted that part of the site would change from natural grass playing field to an artificial surface, it is considered that, in the context of the wider area of open Green Belt land of which the site forms part, that the change of this relatively small area would not adversely affect protected species of birds. As stated previously, the site is not within a site of Importance for Nature Conservation and the proposal is considered acceptable on the grounds of nature conservation.

Other Matters

Flood Risk:

An updated Flood Risk Assessment (FRA) has been completed and submitted in accordance with the Guidance within the NPPF (the previous FRA was undertaken in accordance with the requirements of PPS25 which has since been replaced). The assessment states that the site is partially within Flood Zone 2 and 3, and that mitigation measures for the site should be included within the design of the new sports pavilion to minimise any potential flood damage to the development. Finished floor levels should be set 300mm above the 1 in 100 year event. It states that safe access and egress is available to the north of the site. The FRA concludes that based on appropriate mitigation measures being implemented, flood risk to the proposed development is low. The Environment Agency acknowledge that the siting of the proposed development cannot be changed as part of the current planning application to a position outside Flood Zones 2 and 3. They do not object to the proposal, subject to the use of conditions.

Trees:

As with the original application on this site, the existing trees are still proposed to be retained. Conditions are attached to ensure the trees on the site are protected.

Parking:

No objections were raised in the previous application with regard to parking or

highways matters, and the basis of these considerations has not materially changed since the previous application. The site is located in walking distance of public transport facilities, and the adjacent car park would remain available for users of the site. The new pitches would be constructed on an existing playing field where no parking facilities are provided. The existing use could generate a similar number of visitors as the proposed use, and as a result no objections are raised on highways grounds.

3. COMMENTS ON GROUNDS OF OBJECTIONS

The objections raised are addressed within the Planning Appraisal above. It should be noted that the principle of this development has previously been considered acceptable by the Council.

4. EQUALITIES AND DIVERSITY ISSUES

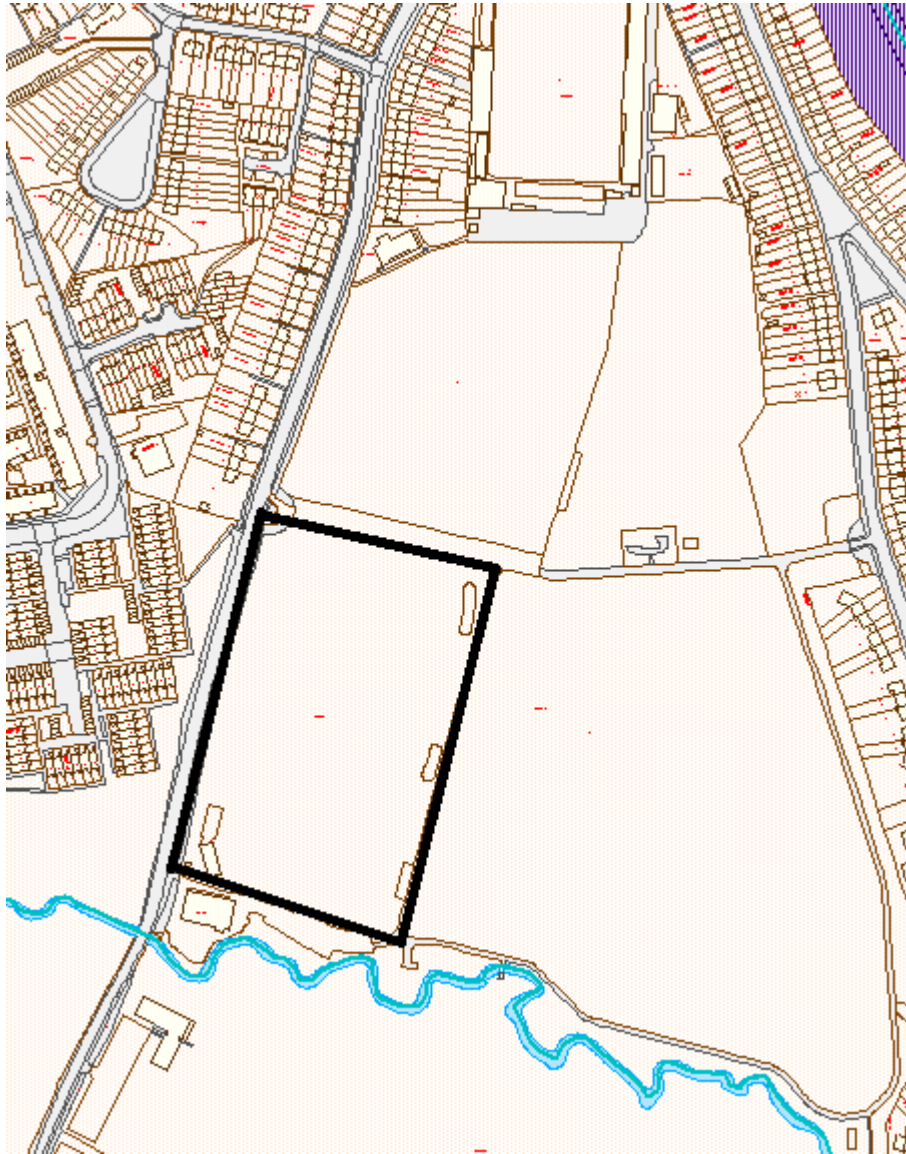
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. CONCLUSION

In accordance with the requirements of the NPPF and Local Policy DM15, the proposal is considered to constitute an essential facility for outdoor sport. The proposal would be consistent with Green Belt policies and the purposes of including land within the Green Belt. It is not considered to have an adverse effect on the character and appearance of the locality or on the amenities of the occupants of nearby residential properties. Subject to planning conditions, the proposal would not be detrimental to biodiversity or trees within the site, and as a result is recommended for approval.

SITE LOCATION PLAN: Old Stationers Playing Fields, Barnet Lane, Barnet, Herts EN5 2DN

REFERENCE: B/04218/12



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LOCATION: Dollis Valley Estate, including former Barnet Hill School, Barnet South Community Association Hall and 131-135 Mays Lane, Barnet, EN5

REFERENCE: B/00354/13 **Received:** 25/01/13
Accepted: 08/02/13 **AGENDA ITEM 9**

WARD: Underhill **Expiry:** 10/05/13
Final Revisions: 04/06/13

APPLICANT: Countryside Properties

PROPOSAL: Hybrid planning application for the redevelopment of Dollis Valley Estate to accommodate up to 631 residential units, replacement community space, new open space and infrastructure comprising:

- Outline permission for the demolition of existing buildings and the construction of up to 523 new residential units, together with new public open spaces, junction improvements to existing access onto Mays Lane, enhanced pedestrian, cycle and public transport facilities, car parking, infrastructure and other ancillary works.
- Detailed element (Phase 1) for the demolition of existing buildings (including the former Barnet Hill School, 131-135 Mays Lane and Barnet South Community Association Hall) and construction of 108 new residential units and 417sqm of non-residential (class D1 use) floorspace (new community centre and nursery space), together with new public open space, creation of new vehicular access from Mays Lane and new car parking, bike storage, infrastructure and other ancillary works.

Submission of Environmental Statement.

EXECUTIVE SUMMARY

The application involves the redevelopment of the Dollis Valley Estate which has been identified as one of the council's Priority Housing Estates for regeneration as set out in Barnet's Local Plan Core Strategy Development Plan Document. The proposed redevelopment is consistent with the sustainability principles advocated by national planning policy in the National Planning Policy Framework.

The proposals will bring forward the much needed transformation of the area and the removal of an isolated blighted post-war housing estate. It will create a balanced, mixed and inclusive community and will significantly enhance the physical environment of the estate bringing about improvements to the quality of life for existing residents and the wider community through the provision of enhanced social and environmental infrastructure.

The development would provide a total of 631 residential units in a traditional 'Garden Suburb' layout with a renewed emphasis on low-rise housing contributing both to recognised housing need within Barnet and London as well as the character and quality of the area. The proposals will also provide a new multi-purpose community centre and nursery representing an improvement to the existing facilities on the Estate.

A new strategic network of open green spaces would be provided within the area strengthening links to the open space and Green Belt to the south of the site. Improvements to the public transport network serving the Estate are also incorporated.

The planning application is in a Hybrid form and comprises of the comprehensive redevelopment of the Dollis Valley Estate with phase 1 submitted in detail. Phases 2-5 remain in outline form and subject to further Reserved Matters applications.

Affordable Housing

The redevelopment of the site will deliver 40% affordable housing (on a unit basis). The development will introduce a range of household sizes (2, 3 and 4 bedroom properties) in the form of housing and apartments all with access to private amenity space and replace existing sub-standard accommodation with high quality sustainable dwellings.

Whilst the development of the site would result in the loss of 113 affordable housing units on the Estate, this has been necessary to ensure that the proposals are deliverable in economic viability terms whilst not compromising the quality and character of the physical environment. The development will assist in re-balancing the general area to create a mixed and balanced approach to housing tenure and reduce the predominance of affordable housing in the locality. This approach is advocated at national, regional and local level.

Urban Design

The Design Principles and associated parameter plans are based on a sound analysis of the surrounding area and consultation with existing and adjoining residents. The scheme is in compliance with policies in the Local Plan and London Plan which encourage high quality, accessible, legible environments that are responsive to local characteristics.

The proposals will reconnect the Estate with its surroundings creating a vibrant, attractive and sustainable new neighbourhood, resulting in a series of linked, mixed tenure streets with a range of household sizes providing a defined and attractive public realm.

Transport and Parking

The comprehensive redevelopment of the Estate will re-integrate the development with the surrounding residential streets and facilitate the extension of the 326 bus route. The proposed new access arrangements and highways impact have been subject to review and assessment by the Council's Traffic and Development Team who raise no objections to the development. The resultant vehicles trips will be satisfactorily accommodated within the existing transport network.

788 car parking spaces will be provided for the development in accordance with the Council's parking standards having regard to the relatively poor accessibility of the site. These will largely be accommodated 'on-plot' to reduce the dominance of cars on streets. Cycle and disabled parking will be provided in accordance with the London Plan standards.

The application will deliver a package of transport improvements including the improvements to vehicle access, the pedestrian environment and the provision of additional bus stops.

Sustainability and Energy

The proposed redevelopment would make efficient use of brownfield land, would improve and promote public transport accessibility and create a mixed and balanced community.

The development has been designed to minimise its impact on the environment and with an emphasis on using less energy. All of the dwellings will be built to Code for Sustainable Homes Level 4 and the development would deliver a carbon saving of 34% through efficient building design and the installation of solar photovoltaic panels.

Open Space and Recreation

The proposals include the creation of 3 new areas of public open space within the site and additional landscaped areas for tree planting. These areas would provide attractive areas providing opportunities for mature tree planting, wildlife enhancements and informal and formal play space.

In addition, significant improvements to local open spaces and play and sports facilities will be delivered as a result of the development including provisions for improved accessibility and legibility of existing open spaces in the vicinity of the site.

Community Facilities

A new flexible, purpose built community centre would be replace the existing outdated and isolated facilities on the Estate. This would provide an enhanced facility that would be a community hub available to the wider community.

Biodiversity

Use of green roofs, tree planting and other ecological enhancements are promoted to improve biodiversity and help create a green corridor linking the development to the Dollis Valley Greenwalk.

RECOMMENDATION:

Resolution to approve subject to:

Recommendation 1:

The application being one of strategic importance and therefore referred to the Mayor of London and no direction being received to refuse the application or for the Mayor to act as the Local Planning Authority for the purpose of determining the application.

Recommendation 2:

Subject to recommendation 1 above, 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:

- a. Legal Professional Costs Recovery
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements;
- b. Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
The applicant shall secure the provision of a minimum of 3 x Level 2 apprenticeships including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework.
- c. Affordable Housing
The applicant shall secure the provision of 250 affordable homes comprising of 230 units for rent and 20 units for intermediate.
- d. Nursery
The applicant shall secure the provision of a new nursery school of 117sqm constructed to minimum DFES standards capable of accommodating 25 children in accordance with the planning permission to be provided in phase 1 of the development.
- e. Community Centre
The applicant shall secure the provision of a new community centre of 300sqm in accordance with the planning permission to be provided in phase 1 of the development.
- f. Open Space Provision and Management
The applicant shall secure the provision of open spaces on the site in accordance with a specification agreed with the Local Planning Authority. The specification shall identify the spaces to be maintained by the applicant landowner/ successor in title or nominated management company. These spaces shall be made available to the general public.
- g. Tree Planting
The applicant shall submit a tree replacement strategy to the Local Planning Authority that shall secure measures to plant 386 trees on and off the site. The strategy shall include:
 - (i) The provision of a mix of species and tree sizes (including semi-mature species) in suitable locations including in public open spaces provided within the site to be agreed with the local planning authority.

(ii) The maintenance of trees planted along any roads to be adopted by the Council for a period of 3 years by the applicant landowner/ successor in title or nominated management company.

(iii) A financial contribution to maintain the trees shall be provided. This figure shall be calculated on a unit basis based upon species size, type and location.

h. Sports and Recreation Facilities

The applicant shall pay a contribution of £800,000 index linked towards the design and rebuilding of the King George V Pavilion and upgrades and improvements to existing pitches at King George V playing field or other similar playing fields in the vicinity of the development.

i. Play and Recreation Facilities

The applicant shall pay a contribution of £300,000 index linked towards improvements to and creation of new local playgrounds or skate parks in the vicinity of the development to support outdoor leisure, play and recreation.

j. Dollis Valley Greenwalk

The applicant shall pay a contribution of £300,000 index linked towards improvements and/ or extensions to the pedestrian and cycle network of the Dollis Valley Greenwalk.

k. Cycle and Pedestrian Pathways

The applicant shall secure the provision of cycle and pedestrian pathways linking the site to the Dollis Valley Greenwalk in accordance with a scheme to be agreed with the Local Planning Authority.

l. Employment and Training

The applicant shall pay a contribution of £300,000 (index-linked) towards the delivery of an Employment and Training Strategy which shall outline a strategy for the delivery of skills, enterprise, employment and training opportunities informed by a skills audit of existing residents to be carried out by the applicant.

The strategy shall include measures to secure the delivery of 4 apprenticeships per year for a period of 2 years for local people.

m. Travel Plan

The applicant shall enter into a Travel Plan for the residential, community and nursery uses on the site that seeks to reduce reliance on the use of the private car. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential units as follows:

- (i) Provision of £300 per unit (up to a maximum of £189,300) to be applied towards funding of travel vouchers for each residential unit within the development to be applied towards either car club membership, oyster card credit, or a cycle voucher.
- (ii) In line with the incentives above, the provision of a car club and allocation of two car parking spaces at different locations on the site for use by the car club

n. Travel Plan Monitoring contribution

Payment of a financial contribution of £35,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the travel plan that will be submitted for the development.

- o. Pedestrian Environment Review (PERs) Improvement Works
Provisions towards securing pedestrian improvements in the vicinity of the site as identified in the PERS audit including upgrades to crossing facilities.

Recommendation 3:

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Acting Assistant Director of Planning and Development Management approve the planning application reference B/00354/13 under delegated powers subject to the following conditions and any changes to the wording of the conditions considered necessary by the Acting Assistant Director for Planning and Development Management as set out in **Appendix 1**.

PROCEDURE FOR DETERMINING THE PLANNING APPLICATION

The planning application for the redevelopment of the Dollis Valley Estate was submitted in February 2013 and has undergone consultation for a period of 5 weeks. Approximately 4,000 properties were notified of the planning application.

The application is one of strategic importance (as the scheme includes more than 150 residential units) and is therefore referable to the Mayor of London. The Mayor of London formally considered the proposal in March 2013 and issued a 'Stage 1' report. The contents of this report have been considered by both the Council and the applicant and their comments and concerns are addressed within this report.

Should Members resolve to grant planning permission for this application, the application will be referred back to the Mayor of London prior to the issue of any decision as a 'strategic development'. The Mayor has a period of 14 days from the date of referral to consider the Council's resolution before issuing his decision. The Mayor will direct that either the Council can determine the application at a local level; direct that the application should be refused or choose to take the application over and determine the application directly. Under the Mayor of London Order 2008, the Mayor can choose to either approve or refuse the application.

BACKGROUND TO APPLICATION

The Dollis Valley Estate is designated as one of the Council's Priority Housing Estates for Regeneration in its Local Plan (Core Strategy) Development Plan Document (2012). It forms part of the Barnet's Place Shaping Strategy, the Three Strands Approach 'Protection, Enhancement and Growth' which seeks to guide regeneration in the Borough.

There is a recognised need for physical improvements to the Estate in order to tackle the poor quality built environment and the current isolation of the estate from the surrounding area as well as its ability to deliver new housing and create a new revived neighbourhood.

The redevelopment of the Estate (along with other similar housing estates within the Borough) has been a longstanding priority for the Council for many years. A development partner (Warden Housing Association) was selected in 2003 to deliver the regeneration of the site involving redevelopment to provide new homes (affordable rented, shared ownership and private sale) together with new community facilities and the rebuild and expansion of the Barnet Hill primary school.

The Council published a Vision Statement in 2005 which outlined the key issues that the Estate faced determined through consultation with relevant stakeholders and residents and set out guiding principles for the redevelopment of the area.

The proposals developed by Warden Housing involved the demolition of the existing flats on the estate and the replacement with 1000 units comprising the provision of 450 affordable dwellings targeted at existing residents of the estate with the remaining units being flats for private sale. The scheme was dependent on a high density development that relied on grant from the Housing Corporation in order to re-provide all existing affordable homes. The scheme failed to secure grant and ultimately the proposals were deemed to be unviable and as such a planning application for the redevelopment of the site was never submitted and the objectives of the much needed regeneration were not realised.

The application site incorporates the site of the former Barnet Hill Junior Mixed Infant and Nursery School (Barnet Hill School) and associated grounds consisting of a playing field. The school is currently in temporary use following agreement for its closure by the Council in 2005 as part of the Primary School Capital Investment Programme (PSCIP) which sought to close identified school sites in order to invest in the provision of 10 new schools in the borough. The Barnet Hill School, a single form entry school, was identified for closure with the capacity absorbed into the facility at Whittings Hill School which as a part of PSCIP was rebuilt to provide an additional form of entry. The Whittings Hill School site is approximately 1.5km from Barnet Hill and as such school catchment boundaries were varied accordingly.

Delays to the regeneration of the estate have meant that the school site is currently being used temporarily for education purposes by an independent school despite formal agreement to dispose of the land from the Secretary of State.

In 2009 LBB sought to secure a new development partner to deliver the long awaited regeneration of the Estate.

In 2011, following a competitive dialogue process, Countryside Properties (CP) and London and Quadrant Housing Trust (L&Q) were selected as Barnet Council's preferred development partner for the regeneration of the Dollis Valley Estate. The proposals developed by CP aimed to ensure that there was no reliance on public subsidy or affordable housing grant in order to deliver the scheme and were focused around the concept of a low density 'garden suburb' layout dominated by houses with private gardens with a traditional pattern of streets and spaces.

The Council entered into a regeneration agreement with the CP and L&Q on 7th November 2012 for the delivery of the regeneration. Following the selection of CP and L&Q officers have been engaged in detailed pre-application discussions leading to the submission of this application in February 2013.

1. MATERIAL CONSIDERATIONS

1.1 CORPORATE PRIORITIES AND DECISIONS

Barnet's Housing Strategy 2010-2025

Barnet's Housing Strategy was published in 2010 and highlights the following Strategic Objectives:

- increasing housing supply, including family homes, to improve the range of housing choices and opportunities available to residents
- improving the condition and sustainability of the existing housing stock

- promoting mixed communities and opportunities available to those wishing to own their own home
- providing housing related support options to enable independent living
- providing excellent value housing and related services

Barnet's Sustainable Community Strategy

Local Authorities have a duty under section 2 of the Local Government Act 2000 to prepare a community strategy for their area. 'Barnet: A Successful City Suburb, a Sustainable Community Strategy for Barnet 2008-2018' was published in 2008.

The Sustainable Community strategy was drawn up by Barnet's Local Strategic Partnership, which brings together organisations from the public, private, community and voluntary sectors. The key objective of the partnership is to improve the quality of life in Barnet by addressing important issues affecting those who live and work here, such as health, housing, community safety, transport and education.

The vision for Barnet states:

"It is 2020. Barnet is known as a successful London suburb. It has successfully ridden difficult times to emerge as resilient as ever. The public service is smaller than before but the organizations within it, through effective partnerships, work together to deliver good services and there is a healthy relationship between them and residents who do things for themselves and their families.

Established and new residents value living here for the borough's excellent schools, strong retail offer, clean streets, low levels of crime and fear of crime, easy access to green open spaces and access to good quality healthcare.

Barnet is an economically and socially successful place. With high levels of educational qualifications and access to good transport networks, residents continue to have access locally, in other parts of London and beyond to jobs in a wide variety of different industries.

Barnet's success is founded on its residents, in particular through strong civic society, including its diverse faith communities, founded on an ethos of self help for those that can, and support through a wide range of volunteering activities for others. Different communities get on well together with each other".

To realise the vision, the strategy proposes priorities arranged under the following four key themes:

- (a) A Successful London Suburb**
 - Delivering sustainable housing growth
 - Keep Barnet moving
 - People have the right skills to access employment opportunities
 - Environmentally responsible
 - Supporting Enterprise (including Town centres)
 - A clean and green suburb
- (b) Strong Safe Communities for everyone**
 - Reduce crime and residents feel safe
 - Strong and cohesive communities
- (c) Investing in Children Young People and their Families**
 - Safety of children and young people
 - Narrow gap through targeting support at young people at risk of not fulfilling their potential
 - Prevent ill health and unhealthy lifestyles

(d) Healthy and Independent Living

- Better health and healthy lives for all
- Better access to local health services
- Promote choice and maximise independence of those needing greatest support.

Barnet's Corporate Plan 2013-2016

The Council's Corporate Plan was published in April 2013. The plan sets out the council's vision for the organisation in a period of organisational change and financial constraint. In this context, the strategic objectives for Barnet as an organisation and place are:

1. Promote responsible growth, development and success across the borough.
2. Support families and individuals that need it – promoting independence, learning and well-being.
3. Improve the satisfaction of residents and businesses with the London Borough of Barnet as a place to live, work and study.

The Corporate Plan sets out the Council's commitment to delivering its six priorities over the coming years. These are:

1. To maintain a well designed, attractive and accessible place, with sustainable, with sustainable infrastructure across the borough.
2. To maintain the right environment for a strong and diverse local economy.
3. To create better life chances for children and young people across the borough.
4. To sustain a strong partnership with the local NHS, so that families and individuals can maintain and improve their physical and mental health.
5. To promote a healthy, active, independent and informed over 55 population in the borough to encourage and support our residents to age well.
6. To promote family and community well-being and encourage engaged, cohesive and safe communities.

1.2 Relevant Previous Decisions

Application Reference	Address	Description	Decision
B/00733/12	Dollis Valley Estate, Barnet, EN5	Environmental Impact Assessment Screening Opinion	Environmental Statement Required – 07/03/2012
N00654	The former sewage farm between Mays Lane, Barnet Lane, Barnet	Proposed erection of 2, 3 and 5 storey housing development with garages, car parking, shops and old peoples dwellings	Approved – 02/01/1967
B/00303/13	St Stephens Church Hall, Spring Close, Bells Hill, Barnet EN5 2UR	Use of an existing Community Hall by Barnet South Community Association	Lawful Development 26/02/2013
H/01324/13	Julian Headon House, West Hendon Broadway, NW9 7AL	Change of use to school with ancillary caretaker accommodation and associated works to include: car and cycle parking facilities, fencing, hard and soft landscaping, gazebos, addition of an external staircase and provisions for refuse storage	

1.3 PRE-APPLICATION CONSULTATION

Community and stakeholder consultation activities took place between 28th February 2012 and 8th January 2013. All events were held at either the Valley Centre or the Rainbow Centre, both located at the site.

The communications strategy was based on engaging with local residents and key stakeholders and providing an opportunity to understand and comment on emerging proposals for the site. This focused on pre-application public exhibitions in February, May and December 2012, enabling people to view the proposals, ask questions of the development team and formally record their comments. This strategy was supported by regular meetings with the Dollis Valley Partnership Board (DVPB) who are acting as the local steering group for the regeneration project, together with the regeneration specific web site and newsletters. Separate meetings were also held with the local nursery school operator, the community centre operators, residents of Mays Lane and Hammond Close and the Barnet Society.

The applicant and the London Borough of Barnet organised the delivery of leaflets advertising all public exhibitions to homes on the site for the February 2012 event, extended to homes in the immediate vicinity of the site for the May 2012 event and extended further to include the entire planning consultation area (c 6000 homes and businesses) for the December 2012 events. The applicant also sent local ward councillors copies of the leaflets. The events were also advertised on local community centres around the site and on the website created for the development.

The first pre-application public exhibition was held as follows:
14.00-20.00 on Tuesday 28th February 2012 (attendance 150 people).

Subsequent exhibitions were held as follows:
15.00-20.30 on Thursday 3rd May 2012 (attendance 80 people);
14.30-21.00 on Wednesday 5th December 2012 (attendance 90 people);
10.30-15.30 on Saturday 8th December 2012 (attendance 40 people).

Feedback was recorded using a survey and comments sheet. Approximately 85% of those who attended the public exhibitions made comments with all of the respondents stating that they liked the overall vision and proposals being put forward.

Comments against the proposals presented were made by some households on Mays Lane, adjoining the development. These comments were about the loss of informal access to rear gardens, possible overlooking from the new development, the impact of construction works on the local area and the possible increase in traffic congestion in the area.

Overall the attendees were positive and enthusiastic and supportive of the proposal, which will deliver much needed regeneration of the area.

In addition to public engagement, a comprehensive strategy of consultation has been undertaken. The applicant has attended pre-application meetings or consulted with the following key stakeholders:

- LB Barnet Planning, Highways, Regeneration, Trees, Open Space, Education, Employment and Training and Waste and Sustainability officers;
- Environment Agency;
- GLA;
- TfL;
- London Buses;
- The Barnet South Residents' Association;
- Barnet South Community Association;
- The Valley Centre;
- The Rainbow Centre;
- The Barnet Society;
- Residents living on Mays Lane and Hammond Close;
- Valley Pre-School.

Furthermore, since May 2012 the L&Q community decant officer has been based on site two days a week to hold surgeries that provide information and advice to residents of Dollis Valley, which has been well received and attended.

In summary there has been extensive pre-application consultation with tenants, other estate residents and the wider community and other relevant stakeholders.

1.4 KEY RELEVANT PLANNING POLICY

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan published July 2011 and the Barnet Local Plan adopted in September 2012. These statutory development plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies documents. The Core Strategy and Development Management Policies were adopted by the Council on September 11 2012.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan and Local Plan policies of most relevance to the application is set out in the appraisal below and in **Appendix 2**. In subsequent sections of this report dealing with specific policy and topic areas, there is further discussion where appropriate, of the key policy background. This is not repeated here or in Appendix 1.

The London Plan and Barnet Local Plan Core Strategy and Development Management Policies

Appendix 2 examines in some detail the London Plan and Barnet Local Plan policies of most relevance to this planning application and appraises the proposal against these policies. Clearly these documents contain a very large number of policies which are to a limited degree relevant and the analysis in Appendix 1 focuses on those which are considered to be particularly relevant to the determination of this application.

In order to present the analysis of the policies in a readily readable form it is set out in a table format. The tables list the policies, describe them and then provide a brief commentary to assess how the proposed development conforms to the requirements of the specific policies. Where appropriate, some policies are combined in order to avoid unnecessary repetition or disjointed discussion.

The officers have considered the development proposals very carefully against the relevant policy criteria and, as Appendix 1 shows, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan and the Local Plan.

Supplementary Planning Guidance and Documents

A number of local and strategic supplementary planning guidance and documents are material to the determination of the application. **Appendix 2** sets out the supplementary planning guidance which is relevant to the consideration of this application.

National Planning Guidance

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. The NPPF is a key part of reforms to make the planning system less complex and more accessible.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications, such as this proposal, which are considered to accord with the development plan.

The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the contributions set out in recommendation two.

2. DESCRIPTION OF DEVELOPMENT, SITE AND SURROUNDINGS

2.1 Description of Development

Consent is sought for the redevelopment of the Dollis Valley Estate and comprises of the demolition of all existing buildings (440 residential units, retail and community buildings) within the defined planning application boundary and the:

- Construction of up to 631 new residential units to be provided as a mix of houses and flats with 230 for social rent, 20 intermediate units and 381 units for private sale;
- Provision of 417sqm of community space (Use Class D1) including the provision of a nursery;
- Provision of 3 new areas of open space totalling 3,485sqm;
- New access road from Mays Lane;
- Alterations to the Dollis Valley Drive junction with Mays Lane, the existing means of access to the site;
- New internal road network;
- Provision of a maximum of 788 parking spaces
- Pedestrian and cycle routes across the site linking into the pedestrian and cycle network in the surrounding area and the Dollis Valley Green Walk;
- Enhanced public transport facilities and provision of 3 new bus stops;
- New street planting and landscaping.

The application is submitted in a part outline/ part detailed form (referred to as a 'hybrid' application). The outline element (or phases 2-5) of the application covers an area of approximately 8.08 hectares seek approval for the following:

- Up to 523 new residential units
- Three new areas of public open space
- Improvements to the existing Dollis Valley Drive junction with Mays Lane
- Enhanced pedestrian, cycle and public transport facilities
- Associated car parking
- New internal road network
- New tree planting
- Construction of other ancillary development including relocation of existing electricity substations

All matters for the outline element of the application relating to access, layout, landscaping, scale and appearance are reserved for future consideration.

Given the size of the development, long construction period and probability of changing housing needs over the lifetime of the development the application seeks to establish a series of parameters and principles for future development to create a clear framework of planning control for future phases. These are set through the parameter plans which are key documents forming part of any consent for development against which future reserved matters applications will be assessed. They cover the following items:

- Parameter Plan 2346 A 110: Development Zones
This plan defines the extent of private space occupied by the buildings and their associated front and rear gardens and prescribes the maximum developable area per zone (the maximum Gross Internal Area). Outside of these defined zones is space belonging to the public realm comprising of roads, footpaths and public open spaces.
- Parameter Plan 2346 A 111: Phasing
This plan defines the phasing strategy for the redevelopment. As the redevelopment of the estate involves re-housing existing tenants the phase boundaries are defined by land availability, maintaining access and the decant requirements of each phase. These phases may in future be varied with the prior approval of the Council on the application of the developers, provided the variations are unlikely to cause significant unanticipated adverse environmental effects and/or to undermine comprehensive development in accordance with planning policy.
- Parameter Plan 2346 A 112: Storey Numbers, Building Heights, Site Levels
This establishes per development zone the maximum number of storeys above ground level, maximum height of buildings from ground level and sets parameters for future ground levels within the site.
- Parameter Plan 2346 A 113: Access and Circulation
Establishes the movement strategy for the site and the locations of primary and secondary access points to the site for vehicles, cycles and pedestrians including connections to the surrounding network as well as identifying street hierarchy, bus routes and locations for bus stops.
- Parameter Plan 2346 A 114: Land Uses
Establishes the parameters for the distribution of land uses across the site.
- Parameter Plan 2346 A 115: Strategic Landscape
Establishes the location and extent of public open spaces and associated shared surfaces together with the tree planting strategy.

These plans are to be read in conjunction with the Design Guidelines and Scale Threshold Tables (contained within chapters 1, 5, 6, 7 and 8 of the Design and Access Statement) which support and expand upon the details in the Parameter Plans. Collectively these 3 tools establish a series of development principles that will be used to guide the detail of future phases and the preparation of Reserved Matters applications to ensure the resultant development is in accordance with the outline application. The Design Guidelines comprise of:

- Chapter 5 of the D&AS: Urban Design Guidelines
- Chapter 6 of the D&AS: Landscape Design Guidelines
- Chapter 7 of the D&AS: Building Design Guidelines
- Chapter 8 of the D&AS: Character Areas

An indicative masterplan (attach at **Appendix 3**) has been submitted to demonstrate how the development could be built out on the basis of the above parameters.

There are a number of further supporting documents that explain, analyse and assess the proposals in further detail. These include:

- Illustrative Masterplan
- Illustrative Landscape Masterplan – Existing and Proposed Tree Planting
- Illustrative Materplan – Parking
- Illustrative Masterplan – Tenure Mix
- Design and Access Statement
- Planning Supporting Statement
- Environmental Statement
- Transport Assessment
- Residential Travel Plan (Strategic Level)
- Flood Risk Assessment
- Statement of Community Involvement
- Sustainability Statement
- Energy Statement
- Daylight and Sunlight Report
- Arboricultural Report
- Utility Services Report
- Framework Construction Environmental Management Plan (CEMP) including Demolition Statement and Site Waste Management Plan
- Construction Logistics Plan
- Stage One Road Safety Audit

2.2 Detailed Element - Description of Development

The detailed element (or phase 1) covers an area of approximately 2.73 hectares and seeks detailed planning consent for:

- The construction of 108 new residential units comprising of 81 dwelling houses and 27 flats of which 40 (37%) will be for social rent and 5 shared ownership (5%) with the remaining 63 units (58%) being for private sale;
- New community space including an associated café and a nursery for up to 25 children with a total floorspace of 417sqm (Use Class D1);
- A new vehicular access to the site from Mays Lane which would involve the demolition of existing dwellings at 131-135 Mays Lane;
- New internal road network involving the continuation of Hammond Close into the site;
- Associated landscaping and tree planting;
- Provision of 155 parking spaces, cycle parking facilities and refuse facilities.

The Phase 1 proposals would involve the demolition of three existing dwellings fronting Mays, the Barnet South Community Association Hall (BSCA) which currently fronts Mays Lane and the Barnet Hill School buildings.

The proposals for phase 1 involve the erection of a four storey building fronting Mays Lane which would encompass the community and nursery space at ground floor level. Upper levels would be residential. To the rear of this building a three storey residential building is proposed which would be accessed from Hammond Close.

The central access road would be flanked by two new three storey dwellings, sited adjacent to existing two storey dwellings at 129 and 137 Mays Lane. These new dwellings would front Mays Lane forming part of the Mays Lane street scene.

The remainder of phase 1 would comprise of single dwelling houses ranging from 2-3 storeys predominantly arranged as terraces with private rear garden spaces and on-plot parking.

2.3 Description of Site and Surrounding Area

The application site is located in the north part of Barnet in the Underhill Ward. It lies within the valley south of Chipping/ High Barnet and north of the Totteridge and the Dollis Valley Brook. It extends to an area of approximately 10.8 hectares, to the south of Mays Lane and comprises of the majority of the Dollis Valley Estate, built in 1967 on a historic sewage disposal site. It also includes Hammond Close and land to the west of the estate which is occupied by the former Barnet Hill School and nursery buildings, the Barnet South Community Association building which fronts Mays Lane and 3 residential dwellings north of the site also fronting Mays Lane.

The site is bounded by residential properties on all sides and the locality is predominantly characterised by two-storey dwellings of a modest scale. In the immediate surroundings streets are generally lined with terraced and semi-detached dwellings of a modest scale. Further north, towards the historic town centre of Chipping Barnet, larger detached and semi-detached dwellings of a diversity of sizes and ages are found.

The land referred to above as the Dollis Valley Estate consists of several blocks of flats and maisonettes providing 436 units. The buildings range from 2-5 storeys and are mostly of pre-fabricated concrete construction with shallow pitched roofs. The estate's main access and egress is from Dollis Valley Drive/ Dollis Valley Way, off Mays Lane, which forms a continuous loop around the main estate and connects to the smaller residential streets of Bryant Close, Crocus Field, Meadow Close and Rossiter Fields which are excluded from the site.

The estate has segregated vehicular and pedestrian movement with the housing accessed via parking courts and local no through roads. The circular road of Dollis Valley Drive / Way isolates the existing buildings from their surroundings which is further exacerbated by the siting of parking courts on the building edge and the general dominance of vehicles on the periphery. There is an existing pedestrian footpath from Mays Lane onto the Estate.

There are a series of undefined lawned open spaces within the Estate which are dissected by footpaths, forming communal amenity and informal recreation space. To the north of the loop road lies is an existing grass verge which is bounded by the rear gardens of adjoining properties fronting Mays Lane marking the northern boundary of the site.

The existing buildings are in a poor state of repair providing sub-standard accommodation for residents and qualify as defective under the 1985 Housing Act.

In addition to the residential units on the estate there are 2 independent community centres The Valley Centre and the Rainbow Centre, and 3 retail units (A1 class use) although only 1 remains in use. Given the location of these facilities within the estate, they are not readily accessible to the wider community.

Of the 436 residential units on the estate 77 are subject to leasehold agreements and the remaining 359 are secure and non-secure social rented units. In addition to the properties on the main estate, a further 4 residential properties are included within the application site located around the periphery of the estate. These are 131-135 Mays Lane and the caretaker's house associated with Barnet Hill School on Hammond Close.

The levels fall from north to south. The slope is steepest in the northern part of the site and becomes gentler towards Dollis Brook. Despite the relatively wide gap in the Mays Lane street scene at the Dollis Valley Drive/ Way junction, the presence of mature trees and

steepness of the slope mean there is little visual connection with the Estate from the north and pedestrian movement is secondary to the dominance of road network.

Given the steeply sloping terrain and the line of existing properties bounding the northern edge of the site, the Estate's presence from Mays Lane is barely visible exacerbating its isolation from the surrounding area and limiting pedestrian routes through to the open space beyond.

2.4 Phase 1 Site Description

Phase 1 lies to the east of the main housing estate and comprises of the former Barnet Hill School building, associated playing field and caretaker's property as well as the BSCA Hall.

The school site is accessed from Hammond Close and is sited to the rear of properties fronting Mays Lane. There is an existing grass verge along the northern boundary of the site that largely separates the school site from the Mays Lane gardens. The school buildings are concentrated on the northern part of the site with the playing field to the south adjoining rear gardens of properties on Eastham Close to the west. A large group of trees on the school playing field currently screen the site from these adjoining dwellings.

The Barnet Hill School no longer occupies the site following its closure and amalgamation with Whittings Hill School in 2009. The school was closed as part of the Council's Capital Investment Programme to improve the quality and capacity of Barnet Schools and reconfigure provision. The disposal of the site for education purposes was agreed by the Secretary of State in 2007 allowing the site to be incorporated into the regeneration area. However, given the delay in the regeneration of the Dollis Valley Site, the school is currently in temporary use by the independent orthodox Jewish school for boys, Torah Vordaas as well as the privately run Pine Trees Children's Nursery.

The Torah Vordaas School are currently seeking alternative premises at a former metropolitan police site in the West of the borough. A planning application (reference H/01324/13) has been submitted at Julian Headon House on West Hendon Broadway for a change of use of the building to a school. The school, in their submission, have indicated that this location would reduce the need travel by car based on their catchment.

The BSCA Hall is sited in the north-west corner of the site on Mays Lane. It is a neglected single storey building used for sports classes, bingo, dancing and is available for general hire with a licensed bar. An existing nursery, the Valley Pre-school, currently operates from the rear of the BSCA site which adjoins Hardy Close dwellings to the south.

The phase 1 site boundary also encompasses 3 dwellings on Mays Lane (131-135) that form part of an existing terrace of 2 storey dwellings which currently adjoin a footpath that leads into the site. These 3 dwellings would be demolished to facilitate the construction of a new vehicular access into the site.

Levels fall from north to south reflecting the topography across the wider site. There are a number of existing trees on the site including a group on the existing playing fields as well as several other mature trees within the phase 1 boundary.

2.5 The Surrounding Area

The surrounding area is predominantly residential and of a suburban scale. To the north lies the historic town centre of Chipping Barnet and to the south beyond the open spaces and fields of the Green Belt lies the settlement of Totteridge, much of which is designated as a Conservation Area.

The landscape of the surrounding area is characterised by steeply sloping topography allowing views of the Green Belt and the Dollis Valley from High Barnet in the north and Totteridge Ridge in the south.

Residential streets between Mays Lane and the A1000 High Barnet are arranged in a north-south pattern where, given the elevated position, the main views of the Estate can be seen.

Beyond the streets of Crocus Field and Meadow Close to the south of the site, also populated by two-storey dwellings, is the open space of the Dollis Valley and the Dollis Brook.

Chipping Barnet town centre is approximately 800m to the north of the site. It is an approximately 15 minute (uphill) walk to the centre's shops, banks and restaurants.

There are 3 primary schools in close proximity to the site; Underhill, Whittings Hill (which was rebuilt to accommodate the closure of Barnet Hill) and St Catherine's School. Local secondary schools are Totteridge Academy (approximately 10 minutes walk) and Queen Elizabeth's Girls and Boys Schools in High Barnet.

The purpose built Vale Drive Health Clinic facility is located 350m north east of the site and Barnet General Hospital is 1km to the North West. In addition, Finchley Memorial Hospital provides medium scale healthcare in the East of the Borough.

To the south of the site are the existing public footpaths of the London Outer Orbital Path (London Loop) and Dollis Valley Green Walk that run adjacent to the Dollis Brook. These are national routes that share the same route at this point in their networks.

The open spaces to the south and east designated as Green Belt provide a range of informal and formal recreation facilities. The open space between the site and the Dollis Valley Brook provide areas for walking and informal recreation, linking to the riverside walk. The Underhill Stadium is to the east of the site across Barnet Lane and provides playing pitches currently used by Barnet Football Club.

Barnet cricket and table tennis club and King George V playing fields also lie to the east and provide a range of formal sports provision including playing pitches. There is an existing pavilion building associated with the King George V playing fields but this is currently in a state of disrepair.

Children's play facilities are provided for within the Old Courthouse Recreation Ground to the north west of the site in addition to local tennis courts.

The Estate and surrounding area is served by a number of local bus services including the 326 bus route which runs from Brent Cross in the West of the borough to High Barnet and serves the Estate directly. The site is within a 10 minute walk of the High Barnet London Underground Station which provides a direct route to central London in approximately 40 minutes.

3. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The proposed development falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment - England and Wales) Regulations 1999 falling within the description of an urban development project. As such, an Environmental Statement (ES) has been submitted with the application which assesses the environmental impacts of the proposed development.

Prior to the formal submission of the current application the applicant requested a scoping opinion on May 1st 2012 to ascertain what matters the planning application and associated ES needed to take into account. The Council's scoping opinion dated 14th June 2012 (reference B/01665/12) indicated that the environmental issues against which the impacts of the development needed to be assessed were:

- Air quality
- Community, economic and social effects
- Cultural heritage
- Ground conditions
- Landscape, townscape and visual effects
- Natural heritage
- Noise and vibration
- Traffic and transport
- Waste
- Water environment
- Sustainable urban drainage
- Foul drainage
- Cumulative effects

The 1999 EIA Regulations identify what information is required to be included in an ES; i.e. as is reasonably required to assess the environmental effects of the development.

In addition to the ES, the applicant's have submitted the following information with the application:

- Design and Access Statement
- Planning Supporting Statement
- Transport Assessment
- Residential Travel Plan (Strategic Level)
- Flood Risk Assessment
- Statement of Community Involvement
- Sustainability Statement
- Energy Statement
- Daylight and Sunlight Report
- Arboricultural Report
- Utility Services Report
- Framework Construction Environmental Management Plan (CEMP) including Demolition Statement and Site Waste Management Plan
- Construction Logistics Plan
- Stage One Road Safety Audit

The information in these documents has assisted in defining the development against which EIA has been carried out.

The information provided accords with the 1999 Regulations in terms of what is required for inclusion within an ES. It also addresses all the issues identified by the Council's scoping opinion.

The Environmental Statement considers the significance of impacts expected to arise from the proposals. The area of the site for which detailed planning permission is sought (phase 1) will need to be developed in accordance with those plans submitted for approval with this

application. Any reserved or detailed matters submitted pursuant to the area of the site for which outline planning permission is sought will need to fall within the limits identified and assessed in the ES.

Plans defining the limits or parameters of the development as well as accompanying guidance on design and scale will be secured by conditions attached to any grant of planning permission. This is to ensure that the detailed proposals for the outline area of the site are built in accordance with a clearly defined set of parameters for which the ES relates.

In addition, planning conditions or obligations are required to ensure that mitigation identified in the ES is secured as the development is taken forward.

In terms of EIA Regulations the environmental impacts of the development have been fully considered by the Local Planning Authority in respect of this planning application proposal.

4. STATUTORY AND NON-STATUTORY CONSULTATION RESPONSES

4.1 Consultation Requirements

Over 4000 local residents/ businesses were consulted by letters posted on 18th February 2013. The application was advertised in the press on 21st February and 6 site notices were displayed around the site. Statutory consultees were also consulted.

4.2 Consultations and Views Expressed

The comments below provide a summary of the representations received at the time of writing this report. The issues raised below are addressed within the relevant part of the Planning Appraisal section of this report.

Members will be updated on any other consultation responses received between writing this report and the committee meeting.

4.3 Comments from Residents

A total of **26 letters** and emails of comments have been submitted in respect of the application. Of the 26 responses received:

- **17** wrote to **object** to the proposals
- **6** wrote to **support** the proposals
- **3** wrote to **comment** on the proposals which were considered to neither be in support nor object to the proposals

Of the 26 representations received there are **2 requests to speak in opposition** to the application and **1 request to speak in support**.

The representations made are summarised below:

Traffic and Transportation

- Increased traffic flow
- Pressure on local parking and impact on the free flow of traffic on Mays Lane
- Insufficient parking provision for the new estate as well as displacement of parking for existing vehicles that park within the estate
- Road widths too restricted thereby restricting traffic flow and vehicle movement
- Adverse impact on the junction of Mays Lane and Bedford Avenue given the position of the proposed new access road which would be used by buses

- Adverse impact on the already congested Mays Lane/ A1000 junction
- There was no survey of traffic between Dollis Valley Way and Hammond Close
- Benchmark developments against which traffic increase to the redevelopment area would be managed are of a much lower scale and are therefore not comparable
- The position of the automatic traffic counter installed on Mays Lane is unknown and therefore may be irrelevant
- The times and dates of the traffic survey data is not specified in the Environmental Statement and therefore may not be relevant
- The information on the frequency of the 326 bus route within the Environmental Statement is inaccurate

Officer Response:

The impact of the development on Transport and Movement is fully addressed at section 5.11.4 of this report which considers that the impacts resulting from the development can be satisfactorily accommodated within the capacity of the existing highway network. In specific response to some of the points above:

- *the 'benchmark' developments are incorrectly identified by the objector. They are in fact the cumulative developments that have been taken account of within the applicant's Transport Assessment (TA). The TA takes account of potentially cumulative impacts of committed developments in the area that could come forward within the same time frame as the development proposal and the likely combined impact this could have on Transport and Movement*
- *The times and operation details of the automatic traffic counter and traffic surveys are provided within the TA*
- *The ES incorrectly references the TA which correctly identifies the bus stop location and the frequency which is per hour, not per day.*

Amenity

- The proposed dwellings in phase 1 sited to the rear of properties on Mays Lane would cause overshadowing to rear gardens
- The development of the land to the rear of Mays Lane would result in the loss of existing and established vehicle and pedestrian rear accesses
- The siting of Block 13 in phase 1 would cause overlooking to the properties and gardens in Hardy Close resulting in a loss of privacy
- The proposals result in existing residents being adjoined by affordable housing units rather than private properties which will lead to problems of noise, rubbish and anti-social behaviour
- The proposals will result in loss of existing legal rights of access of land
- The proposed 3 storey (DV7's) dwellings to be built as part of phase 1 backing onto Mays Lane properties would be obtrusive and overbearing given their scale and proximity and would result in overshadowing and a loss of privacy
- Proposed first floor balconies on the proposed DV7 dwellings will be aesthetically displeasing likely to be used for storage appearing untidy
- The introduction of 3 storey houses to the rear of properties on Mays Lane will result in a loss of light and visible sky to properties and gardens
- First floor balconies on DV7 dwellings in phase 1 backing onto properties on Mays Lane will result in overlooking and loss of privacy to garden areas and first floor rear windows where bedrooms are sited
- Given the layout of the dwellings in phase 1 and the pairing of properties, some properties on Mays Lane would be overlooked by 2 first floor balconies rather than 1
- Noise and disturbance resulting from the new dwellings given their size and ability to accommodate large numbers of people per household as well as having external communal leisure spaces on the first floor (in the form of balconies)

- Taller buildings should be sited at southern end of the site where levels fall away to reduce the impact on existing residents
- Existing Mays Lane properties adjoining phase 1 will be surrounded by roads on 3 sides as a result of proposed layout
- Noise and disturbance from residents of the estate and users of the Playing Fields
- Noise and disturbance from the traffic use of the new access road traffic and the re-routed bus exit point
- Overlooking as a result of the use of the new central access road into the estate
- Impact on security for existing homes and gardens

Officer Response:

The impact of the development on the amenities of adjoining residents of the estate are considered in sections 5.6 and 6.0 of this report. More specific comments in relation to the objections summarised above are provided below:

- *The overshadowing assessment submitted with the application demonstrated that adjoining gardens to the north of the estate (phase 1) would not be unduly overshadowed as a result of the siting of proposed dwellings;*
- *Several residents along Mays Lane have raised objections to the building on the land to the rear of their properties resulting in the loss of rear accesses. The right of access over land is not a material planning consideration that officers can take into account when assessing development proposals. However, in response to concerns made by the existing residents the applicant has included the provision for several pedestrian accesses to the rear of these properties.*
- *The proposals are considered to have an acceptable impact on the amenities of adjoining residents on Hardy Close as considered in more detail in section 6.0*
- *The noise associated with the predominant use of the site for residential dwellings is not considered to be significantly harmful to adjoining residents in light of the scale, layout and density of the development.*
- *The proposed proportion of private to affordable housing is considered to provide an appropriate mix in this area assisting in the re-balancing of the neighbourhood.*
- *The impacts of phase 1 on the amenities of adjoining residents are considered fully in section 6.0 of this report. Section 5.6 considers the impact on daylight and sunlight*
- *The ES submitted with the application demonstrates that the traffic noise associated with new road would be negligible as outlined in section 5.16 of this report*
- *It is not considered that existing residents would suffer an undue loss of privacy as a result of the new central access road and the associated use of this route by buses*
- *The proposed development has been designed in accordance with Secure By Design principles and are considered to enhance safety and security through various physical and passive measures and have received the support of the Metropolitan Police.*

Character

- The new dwellings on Mays Lane would be out of character with the existing dwellings
- Size of new Block on Mays Lane, due to its width, scale and height would have an overbearing impact to the west, out of keeping with existing terrace of cottages. Should be reduced to 3 storeys.
- New houses/ roads on all sides changing the nature of the road
- Overdevelopment of the site

Officer Response:

- *The impact on the character and appearance of Mays Lane in relation to the phase 1 proposals are considered on section 6.0 of this report.*
- *The density of the proposed development is considered to be appropriate in this location and is within the recommended London Plan standards which seek to optimise potential of sites. Further detail can be found in section 5.2 of this report.*

Environmental

- Noise and dust during construction
- Loss of trees and habitats for wildlife and birds that will not be replaced by new planting proposals
- Existing trees outside of the site are incorrectly located on the plans and are marked for removal in the tree survey plan accompanying the arboricultural report

Officer Response:

- *A condition has been imposed to ensure that a construction management plan is submitted to include measures to minimise the creation of noise and dust during construction*

Community and Social Impacts

- No retail units are provided within the new development
- Loss of green space including school playing field and open space at the top of Dollis Valley Way
- Pressure on local schools which are already oversubscribed
- Impact of the regeneration on the non-secure tenants on the existing estate that will not be re-housed within the scheme and possibly not within the borough
- Redevelopment combined with the closure of the Barnet Police will lead to higher crime rates
- The area would benefit from a leisure/ fitness centre as there is not a great provision locally
- Increased pressure on Local health facilities and hospitals
- The consultation has not been clear on the extent of the area included within the regeneration area

Officer Response:

- *The impact on community and social facilities are considered within section 5.9 of this report.*

A letter dated 25th February was received from Theresa Villiers MP requesting that her constituents' views be taken into account and brought to the attention of the planning committee. These comments are summarised in the section above.

Signatures of 26 residents of the estate supporting the application have been received.

Comments received in support:

- The development will inspire more of a community spirit as the estate is currently so isolated
- Applaud design, it will have a positive impact aesthetically

4.4 Consultation Responses from Statutory Consultees and Other Bodies

Details of responses received in relation to the application are provided below and responses are provided where required.

English Heritage – No objection

English Heritage has no objections to the development in principle subject to the imposition of a condition to ensure the archaeological position is reserved. A summary of their comments in below:

The site lies in an area where archaeological remains may be anticipated. It is to the south of the medieval ribbon settlement of High Barnet. It is fronted by Mays Lane, which is of late medieval or early post-medieval date, and which linked the High Road to a small settlement at Ducks Island, c. 500m to the west. Archaeological material and remains from the medieval and later period are well attested to from the immediate vicinity, including an assemblage of domestic pottery and glass excavated from an allotment garden adjacent to the southwest corner of the site. There has been significant building on the site, including a sewage farm and later development. However, the western side of the site has not been as extensively developed, and retains archaeological potential.

Phase 1 of the hybrid application, which is situated in the western area of the application site, currently largely occupied by playing fields, has the highest potential across the site. An archaeological evaluation should be conducted on this phase in response to the detailed element of the application. The results of archaeological investigations in this area would then be used to better refine the deposit model across the remainder of the outline application area.

In accordance with the recommendations given in NPPF paragraphs 135 and 141, and in the borough's policies, a record should be made of the heritage assets prior to development, in order to preserve and enhance understanding of the assets.

The following condition is recommended:

A) No development shall take place in each phase until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place in each phase other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development of each phase shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason:

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

Environment Agency – No objection

The EA are satisfied that the applicant has met the minimum requirements of the NPPF and the London Plan by demonstrating that surface water can be dealt with on site using green roofs, permeable paving, tanks, pipes and green spaces as temporary storage.

The following condition has been recommended:

Development shall not begin until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (Countryside Properties Limited, January 2013) has been submitted to and agreed in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the

development is completed. The scheme shall include a restriction in run-off and surface water storage as outlined within the Flood Risk Assessment.

Reason:

To improve and protect water quality and prevent the increased risk of flooding in line with Barnet Local Plan policies CS13 and DM04 and policies 5.3, 5.11, 5.13 and 5.14 of the London Plan. The inclusion of green roofs and dry ponds will improve habitat and amenity in line with policies CS7, DM01, DM16 of the Barnet Local Plan policy 7.19 of the London Plan.

Natural England

This proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils.

The protected species survey has identified that there are suitable features for roosting bats within the application site. Natural England therefore advises the authority that "Permission could be granted (subject to other constraints)" and that the authority should "Consider requesting enhancements".

Natural England notes the mitigation strategy included in the ecological appraisal, and supports plans for sensitive lighting and ecological enhancements to the site.

Natural England has not assessed the survey for badgers, barn owls and breeding birds, water voles, widespread reptiles or white-clawed crayfish. These are all species protected by domestic legislation and the Council are advised to use Natural England's standing advice to assess the impact on these species.

Officer Response:

Enhancements in the form of bat boxes are proposed and secured by condition.

Sport England

Sport England have raised no objection to the loss of the playing field on the former Barnet Hill School site as it is not considered to form part of, or constitute a playing field as defined in The Town and Country Planning (Development Management Procedure Order) (England) 2010 (Statutory Instrument 2010 No. 2184).

As such they have considered notification of the application as a non-statutory consultation. As a non-statutory consultee they have made the following comments:

The 2009 Barnet Open Space, Sports and Recreational Facilities Assessment referred to by the applicant is considered to be out of date and as such Sport England has sought the views of the following National Governing Bodies of Sport in respect of the most up to date sporting needs in Barnet.

The Lawn Tennis Association comment that:

Barnet has been identified as a priority area within the London strategy, which will seek to drive tennis participation in London in the next four years and beyond. The selection of Barnet as a Priority area is based on factors such as the high latent demand for tennis in the area and the current infrastructure for tennis (mainly traditional clubs).

The attempt to drive participation in the Borough will be coordinated in conjunction with the Local Authority and the existing delivers such as the local clubs and existing tennis providers, but will also focus on providing tennis via non-traditional settings, ie youth clubs, community

groups. Facility investment has been earmarked as part of the strategy, however decisions on which sites will receive investments have yet to be made.

Within the area that surrounds the planned development site, there are 6 traditional tennis clubs, 5 of which are Clubmark affiliated. The combined membership numbers for the 6 clubs is close to 1500 members. In addition to the strong membership levels, there are a total of 5330 British Tennis Members within Barnet. Two of the existing clubs in the Borough have already started to run successful community outreach programmes in partnership with the Local Authority and Local Schools and Colleges, which focus primarily on cardio tennis and disability tennis. The Middlesex County LTA team have also forged strong links with Barnet and Southgate College, which is now starting to deliver tennis programmes at the campus. This college is located a short distance away from the proposed development.

The closest public tennis courts to the development are at Old Court House Recreation Ground. This facility provides 7 tennis courts which makes the place to play one of the largest public tennis facilities in London with regards to number of courts. The seven tennis courts are currently free to use, but are in an average condition, our belief is that the courts will require a level of renovation in the upcoming years. In terms of tennis development at the site, the ability to deliver any structured tennis programmes is hampered by the fact that there are 7 individual 1 court blocks, with little chance of alteration due to the space available. Whilst the number of courts could make this site a priority park going forward, the current layout of the courts and the inability to create a vibrant and sustainable tennis programme would make the case for investment harder to justify.

The England Hockey Board comment that:

We are currently working with the Barnet Strategic Sport Partnership and they have signed up to hockey delivery in the Borough. They have funding from Youth Sport Trust to deliver 10 school sport clubs within the borough and also to deliver training to young leaders. We are also working with Barnet and Southgate College along with Middlesex Uni and the SSP to put on a level 1 course which will create a workforce to further develop hockey in the area. If there could be some provision within the development to be able to deliver Quicksticks, In2 Hockey and/or Rush Hockey this would enable the programme to be offered wider to areas with facilities.

Given the comments of the Lawn Tennis Association and England Hockey Board above, Sport England suggest that there is a need for the local planning authority and/or the applicant to consider the sporting needs that will arise from this significant development and therefore wishes to object to the proposal.

Officer Response:

Whilst the LTA's comments in response to the proposals are noted, tennis provision in the local area is well-provided for. As the LTA have pointed out in their comments to Sport England there are 6 tennis clubs in the surrounding area and 2 existing clubs in the borough operate successful outreach programmes to the local community.

The existing tennis courts at the Old Courthouse Recreation Ground are considered to be in reasonable condition and are maintained by the Council. Whilst upgrades to their quality may be needed in the future, at present it is considered necessary. The impact of the development is not considered such that it would justify contributions towards the upgrading of these courts.

The applicant has agreed to a package of measures intended to enhance and promote play, leisure and recreation facilities on and off-site secured through the s106 agreement. The contributions from the applicant are towards sport and community facilities that are currently

deficient or in urgent need of improvements. These include contributions towards local playgrounds given a recognised deficiency in children's play provision in the local area as well as improvements to local playing pitches.

The requested contribution towards hockey equipment is not considered to be directly related to the impacts of the development.

Thames Water – No objection

With regard to sewerage infrastructure Thames Water confirms that it has no objection to the planning application. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

In terms of supplementary comments, a number of public foul and surface water sewers pass through the development site serving not only the existing site buildings but properties and customers outside of the site boundary. Many of these sewers will require diversion to avoid building over.

Due to the extent of the works required the developers will need to agree a drainage strategy with Thames Water Developer Services to ensure existing customers are adequately drained and continue to be so during the course of the development, the diversion routes proposed are acceptable in design capacity and construction and the diversions or the proximity of any proposed buildings do not inhibit or restrict access to any new or existing public sewer manholes for maintenance.

Officer Response:

The applicant confirms that surface water flows will be suitably attenuated as set out in the Flood Risk Assessment submitted with the application and paragraphs 5.219 to 5.229 of the Planning Supporting Statement, using a combination of green roofs, permeable paving (non-infiltration paving), modular storage tanks and oversize pipes.

The applicant is advised of the need for Thames Water approval for discharge to a public sewer and agreement of a suitable drainage strategy.

Highways Agency – No objection

Metropolitan Police – No objection

The comments received from the Met Police are outlined below:

The applicant has consulted with the police prior to the submission of this application. The applicants have shown a commitment to incorporate the principles of Designing Out Crime with due regard to the ACPO scheme, Secured By Design (SBD).

SBD supports the Barnet Local Plan: Development Plan Document 2.6 Security in Design and 3.9 Secured by Design (adopted September 2012).

National Grid

Due to the presence of National Grid apparatus in proximity to the specified area, the contractor should notify National Grid before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Officer Response:

The applicant notes the requirement to liaise with National Grid prior to the commencement of the development.

London Fire Brigade – No objection

The London Fire Brigade have confirmed that the proposals are satisfactory as regards to fire brigade access, and notes that any gates should be easy to open by fire fighters, override switch or similar.

Affinity Water – No response received

Barnet Wildlife Trust – No response received

Barnet Primary Care Trust – No response received

Greater London Authority & Transport for London

The Mayor of London (letter and detailed Stage 1 Planning Report dated 28 March 2013) has stated that the application is generally acceptable in strategic planning terms and the principle of a comprehensive redevelopment of the estate is strongly supported.

In the Stage 1 report, the Mayor has concluded that whilst the proposals are acceptable in strategic planning terms there are areas where it does not fully comply with London Plan policies. These include urban design, transport, energy and surface water run-off.

The comments are summarised and a brief response, where required, is provided below:

Estate Renewal

The GLA recognise the problems associated with the estate and the Council's long-standing vision for its regeneration. The designation of the estate by the Council as a priority for regeneration and the contributions that this is expected to make to housing supply are in accordance with London Plan and Local Plan policies.

Loss of educational land and playing field

The GLA recognise that in light of the planned expansion of existing schools in the local area; the information contained within the Environmental Statement demonstrating there would only be a modest increase in child yield; the expansion of Whittings Hill School; the re-provision of an equivalent area of playing field at Broadfield School that there is no future demand for primary school provision on the former Barnet Hill School site and that there would be no net loss of local playing field or recreational facilities as a result of the proposed development.

Affordable Housing

The GLA consider that whilst the proposals result in a net loss of affordable housing that the London plan aims to resist, that the marginal viability of the scheme, the prevailing circumstances of the site and the existing on-stream housing supply present a compelling case for the creation a more mixed and balanced community with supporting social facilities. The GLA conclude that the loss has been justified.

Density

The stage 1 report recognises that the proposals are within the indicative ranges in the London Plan density ranges.

Housing Quality

The GLA recognise that the phase 1 proposals are largely compliant with the minimum sizes specified in the London Plan but has recommended that if planning permission is granted, a condition should be imposed to secure similar standards of accommodation in phases 2-5.

Urban Design

The GLA are supportive of the approach taken to street layout and consider the proposals to be well designed with a high quality layout. The report considers that the creation of perimeter blocks that enclose private open spaces ensuring that all buildings face onto the public realm create a high quality, adaptable and robust environment.

The Stage 1 report however highlights that as a significant section of the proposals are indicative, the design guidelines and parameter plans will be critical to ensure its success when fully built out.

In particular the report highlights the need to obtain further information on the security of the parking courts for the apartment blocks to avoid these areas attracting anti-social behaviour. It was suggested that a clear threshold be established between the public realm and the courts and ensuring that these spaces will be overlooked.

Further information was also recommended to be obtained in relation to the gable ends of perimeter blocks.

Officer Response:

Following receipt of the stage 1 report officer's requested further supporting information from the applicant. This included additional urban design principles in the Design and Access Statement to secure the quality of the proposals represented in the indicative information as recommended by the GLA. In addition, further information and clarification has been sought in relation to the parameter plans to ensure that they re-enforce the principles within the design guidance.

This information has been received and is considered by officers to secure the high standards of design and quality that the indicative material shows and is therefore considered to address the concerns raised by the GLA.

Transport for London

In the stage 1 report comments from TfL were included. Several concerns have been raised and requests for further clarification have been made. These are summarised below:

- TfL consider the level of parking to be excessive and exceed those recommended in the London Plan. They recommend that given the increase in vehicular trips shown in the Transport Assessment parking should be controlled to restrain car ownership and the level of vehicular trips in order to promote the use of non-car based modes of transport;
- TfL recommend that additional modelling of the A1000 Barnet Hill/ Underhill signal controlled junction be carried out to assess the impact of the development on this junction which is considered to currently be operating at capacity;
- TfL have requested that the proposed modified access at Mays Lane and Dollis Valley Way be Stage 1/ 2 safety audited to ensure it does not compromise the safety of users. Clarification is also sought as to whether the new access will be for buses only;
- The number of disabled parking spaces to be provided should be clarified;

- The number of electric vehicle charging points (EVCPs) to be provided should be clarified;
- TfL requests that all cycle parking facilities be covered, secured and located where they can be conveniently accessed;
- TfL recommends that the improvements identified in the pedestrian environment review system (PERS) audit be secured through a s106 planning obligation as well as other walking and public realm improvements;
- TfL consider that a two-way bus route would be preferable to further improve accessibility and welcomes further consultation on the precise location for bus stops indicated in the proposals;
- TfL urges LBB to investigate the feasibility of removing the existing width restrictions on Mays Lane;
- Clarification as to whether any physical traffic calming measures are proposed is sought;
- Swept paths are required to demonstrate that buses will be able to turn and negotiate their route safely should be provided;
- The 326 bus should continue to access the site throughout the construction period;
- A revised travel plan should be submitted and secured through a s106 obligation;

Officer Response:

Additional clarification and information in response to TfL's comments has been provided by the applicant where necessary. A summary is provided below:

- *The level of parking proposed is in accordance with Barnet's adopted parking standards and is considered acceptable in this location as detailed within the Transport and Movement section of this report.*
- *The Council considers that the modelling work undertaken in relation to the A1000 junction to be fit for purpose. Additional assessment information has been submitted by the applicant and demonstrates that the impact arising from the development on this junction would be negligible. Further detail is provided within the Transport and Movement section of this report.*
- *A stage 1 /2 safety audit has been submitted with the application.*
- *Clarification regarding the number of disabled parking spaces, EVCP's and cycle parking has been provided by the applicant detailed within the Transport and Movement section of this report and are secured by condition.*
- *Improvements identified in the PERS audit are secured through the s106 planning obligation, s278 works or condition. In addition improvements to pedestrian connectivity to the Dollis Valley Green Walk are also secured;*
- *No physical traffic calming measures are proposed;*
- *Swept path details in relation to bus operation within the site have been provided and are considered to demonstrate that buses can safely negotiate the internal avenue;*
- *A two-way bus movement through the site would not be possible given the width of the roads which has been discussed with TfL at pre-application stage and considered suitable;*
- *The Construction and Logistics Plan submitted with the application illustrates that access for the 326 bus would be maintained during construction.*
- *Travel plans in relation to the residential, nursery and community elements of the scheme are to be secured through a s106 planning obligation.*

Energy

The GLA consider that projected reductions in carbon dioxide emissions as a result of the energy strategy to exceed the London Plan standards.

It is accepted that due to the density and type of dwellings (50% being houses) proposed the installation of a site heat network would not be appropriate. As such, combined heat and power (CHP), has not been considered and is accepted.

The GLA have requested that given the reliance on solar photovoltaic (PV) panels for renewable energy technologies, more detail of the solar PV in relation to installations on each dwelling type should be provided. In addition it is recommended that a condition is imposed that monitors installation and output of the solar PV panels.

Officer Response:

A condition requiring details of the installation of the solar panels on each dwelling type has been imposed and the projected output for each phase to ensure consistency with the overarching Energy Strategy.

Flood Risk

The drainage strategy and surface water attenuation measures outlined within the FRA are accepted by the GLA in light of the limited infiltration options available given relatively high ground water in the area and underlying clay.

The GLA have recommended that given the size of the site further water attenuation within the site should be explored to comply with London Plan policy and the sustainable drainage hierarchy.

Officer response:

The FRA submitted by the applicant outlines why the use of other SUDs methods cannot practicably be achieved and this is accepted by officers. Further assessment of this information can be found under the *Flood Risk* section of this report.

Responses to and supplementary information in response to the Mayor's Stage 1 Report has been sent to the GLA for their consideration. Officers will continue to engage with the GLA before the application is referred back to the Mayor for his Stage 2 response.

4.5 Internal Consultees

Highways Group

The Highways Officer has confirmed that the proposal is acceptable on highway grounds subject to a range of mitigation measures secured through the s106 planning obligation associated with the application as listed within the Heads of Term. Several conditions are also recommended and included within the recommendation. Further details on the assessment of traffic, parking and transport matters can be found in the *Transport and Movement* section of this report.

Environmental Health

The Environmental Health Officer has commented on the application and has no objections subject to conditions being imposed in relation to noise attenuation, noise levels in relation to the community and nursery uses and contaminated land.

Tree Officer

The trees and landscaping officer has commented on the application and their views are summarised and considered within section 5.8 *Trees* of this report.

5. PLANNING APPRAISAL

5.1 The Principle of Development

Regeneration

The NPPF seeks to ensure that in the pursuit of sustainable development positive improvements in the quality of built, natural and historic environment as well as in people's quality of life are made (paragraph 9).

London Plan policy 2.14 *Areas for Regeneration* encourages London Borough's to identify areas for regeneration and set out integrated spatial policies that bring together regeneration, development and transport proposals.

The Dollis Valley Estate is identified as one of the Borough's major priority estates for regeneration in the Local Plan Core Strategy (Policies CS1 and CS3). It is identified as a failed housing estate that will be subject to long-term regeneration in order to tackle the problems of poor quality housing, physical isolation, social exclusion and to create revived, mixed tenure neighbourhood providing access to affordable and decent new homes.

The Local Plan Core Strategy Development Plan Document sets out the core objectives of the Local Plan vision developed in accordance with the Council's Sustainable Community Strategy. These include:

- To manage housing growth and ensure a range of accommodation and tenures are provided;
- To meet social infrastructure needs and ensuring inclusive and accessible provision to community facilities arising from housing growth;
- To promote Barnet as a place of economic growth;
- To provide safe, effective and efficient travel;
- To promote strong and cohesive communities including designing out crime and reducing anti-social behaviour;
- To promote healthy living and well-being;
- To protect and enhance the suburbs including the high quality suburban character of townscapes;
- To ensure efficient use of land and natural resources by promoting mixed use development of previously developed land and promoting sustainable design and construction;
- To enhance and protect our green and natural open spaces improving access and enhancing the quality.

The proposed scheme will secure the meeting of these objectives. In particular it will provide the following:

- The replacement of existing sub-standard residential accommodation with new sustainable energy efficient homes. All residential units will be built to Lifetime Homes standards and achieve a Code for Sustainable Homes Level 4;
- The provision of a replacement community centre and nursery with improved facilities and access to the wider community;
- The provision of public open space and improvements to existing areas of open space and recreational facilities in the surrounding area;
- The creation of a new suburban neighbourhood that has improved connections with surrounding streets.

The proposed development therefore accords with the Council's corporate objectives. It has the potential to deliver substantial regeneration benefits in terms of housing, social, community and physical improvements. The proposals are therefore considered to be an acceptable form of development on the site in principle.

Housing

London Plan Policy 3.3 *Increasing Housing Supply* seeks to ensure the identified housing needs are met to improve housing choice and affordability and provide better quality accommodation. It also identifies the contribution that sensitive renewal of existing residential areas can make to realising brownfield housing capacity. In terms of housing provision the London Plan sets a strategic target to provide 22,550 additional homes in the London Borough of Barnet between 2011 and 2021. The regeneration of the Estate and provision of additional new homes at Dollis Valley will contribute towards the planned delivery of this target.

The targeted growth at the Borough's priority estates (as set out in Local Plan policy CS3) is in accordance with the Borough's Place Shaping Strategy of Protection, Enhancement and Consolidated Growth. By focusing growth in these areas, and on other identified major regeneration sites as per Local Plan policy CS1, development pressure on other more sensitive suburban locations is relieved.

Education

As set out in the Background section of this report part of the application site (phase 1) relates to land used as a school site with an associated playing field. The school would be demolished as part of the proposals and the land redeveloped for largely residential use.

London Plan policy 3.18 *Educational Facilities* supports development proposals that enhance education and skills provision including new build, the expansion of existing facilities or changes of use to educational purposes. The policy states that net loss of educational facilities should be resisted unless it can be demonstrated that there is no ongoing or future demand.

Local Plan Policy CS10 seeks to ensure that community facilities and education uses are provided for Barnet's communities. Local Plan Policy DM13 considers that loss of such uses will only be accepted where new facilities of at least equivalent quality or quantity are provided on site or at a suitable alternative location.

The proposals do not include a direct replacement of the former Barnet Hill School on-site. However, this is not considered to result in a net loss of education facilities within the Borough or the Underhill Ward. Barnet Hill School was closed in 2009 and amalgamated into Whittings Hill School (located approximately 1.5km east of the application site) following its expansion as part of the Primary School Capital Investment Programme (PSCIP).

The PSCIP was a £220 million community infrastructure investment programme based on a comprehensive review of the investment needs of all community primary schools in Barnet. The programme proposed the re-provision and refurbishment of a number of the borough's primary schools to meet the demands of the primary curriculum in the 21st century. The aim being to provide sustainable and efficient purpose-built and quality learning environments to improve the borough's education standards. Where possible the programme sought to develop a primary sector infrastructure based on all age primary schools of two form entry (2FE) with attached nursery provision.

The closure of Barnet Hill and the associated expansion of Whittings Hill School were identified in the first round of the PSCIP programme. Both schools were single form entry and the buildings were of 1960's construction and in need of upgrading. Whittings Hill School was rebuilt to provide modern, accessible premises following the grant of planning permission in 2008 (planning application reference B/00752/08). The capacity of the school was increased from a 1FE accommodating 210 children to a 2FE with the ability to

accommodate 420 children plus a nursery. The playing field space was also reconfigured to include the provision of an all-weather pitch.

The rebuilding of Whittings Hill School therefore accounts for the loss of the Barnet Hill School site to residential use ensuring there is no net loss in education facilities by providing improved facilities at a suitable alternative location. Approval for the disposal of the school site and associated playing field was agreed by the DFES and Secretary of State in 2007 under the School Playing Fields General Disposal and Change of Use Consent 2004.

The Barnet Hill School was closed in 2009 and is currently in temporary use by an independent school and nursery, both of which are currently seeking alternative accommodation. The independent Jewish School are seeking to relocate to the west of the borough and have submitted a planning application for the change of use of a former police building in West Hendon (application H/01324/13) for their use. The private nursery is also seeking alternative accommodation.

The agreement by the Secretary of State (referred to above) to dispose of the school site and its associated playing field was agreed in exchange for the creation of an equal area of new playing fields (7,896sqm) which has been provided at Broadfields Primary School in the west of the Borough. In addition, it should be recognised that the site has access to the existing open space to the south and east which provide opportunities for a range of formal and informal play and recreation activities.

The former school and associated playing field is therefore considered to be surplus to requirements. As such the loss of the land for education purposes is considered to be acceptable in principle.

The demand for additional school places as a result of the redevelopment of the site and increase in local population is dealt with later in this report.

Consideration of Alternatives

The 1999 EIA Regulations require that an ES includes an outline of the main alternatives studied by the applicant's for the use of the site and an indication of the main reasons for their choice, taking into account environmental effects.

As the proposals are driven by the Council's regeneration objectives for the Dollis Valley Estate and are somewhat dependent on the availability of adjoining land, officers accept that there is not a requirement to consider alternative locations in the wider area.

The assessment therefore concentrates on alternative forms of development within the application site which is considered to be sensible and logical.

The consideration of alternative forms of development on the site was carried out during the competitive dialogue process with CP and L&Q where the principles of the density and layout were considered and then through the masterplan process which is detailed within the applicant's D&AS.

The masterplan has been subject to pre-application consultation with the GLA, TfL, existing residents of the estate and neighbouring residents. The masterplan therefore responds to a range of social, infrastructural, topographical, historical and environmental issues including the following:

- Responding to the pattern of the surrounding urban grain and traditional urban blocks;
- Enhancing pedestrian and vehicle linkages with surrounding area;

- The presence of mature trees and desired retention where practicable resulting in alterations to location of buildings;
- Existing gas main resulting in adjustments to the development blocks and phasing arrangements;
- Altering width of roads and development blocks in response to bus service requirements and landscaping;
- Housing needs of existing residents to be re-housed;
- Position of the proposed community centre to a more prominent position to improve accessibility for the wider area;
- Overlooking of adjoining gardens resulting in revisions to massing and siting;

They were focused on the Council's desire for a well-connected and integrated community. Through this process alterations to layout, scale, form and size and location of buildings were considered.

Officers consider that the chosen option maximises the potential regeneration benefits by enabling the comprehensive phased redevelopment of the estate. It is considered that in principle the scheme represents the most appropriate development layout in this location in terms of meeting the identified objectives of creating a well-connected, mixed and sustainable community.

5.2 Housing

The NPPF requires that LPA's significantly boost the supply of housing; deliver a mix of housing based on current and future demographic trends, market trends and needs of different groups in the community (paragraphs 47 and 50).

London Plan Policy 3.3 *Increasing Housing Supply* seeks to ensure the identified housing needs are met to improve housing choice and affordability and provide better quality accommodation. It also identifies the contribution that sensitive renewal of existing residential areas can make to realising brownfield housing capacity.

The London Plan sets a target of 22,550 new homes in Barnet (one of the highest of any London Borough) over the ten-year period from 2011 to 2021, with an annual monitoring target of 2,255. Policy CS3 of the Local Plan Core Strategy Development Plan Document envisages delivery in the range of 22,000 new homes in the borough between 2011 and 2021 to meet the London Plan target. The delivery of additional new homes at Dollis Valley would contribute towards meeting these wider strategic housing requirements.

Density

London Plan policy 3.4 seeks to optimise the housing potential of sites and references the density matrix contained in Table 3.2 set out below. This provides a guide to appropriate density ranges for particular locations, depending on Public Transport Accessibility Level (PTAL) and setting.

Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
Urban	150-250 hr/ha	200-450 hr/ha	200-700 hr/ha
3.8-4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
Central	150-300 hr/ha	300-650 hr/ha	650-1100 hr/ha
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/hr	100-240 u/ha	215-405 u/ha

The existing Estate falls within a suburban setting and has an average PTAL rating of 2. The current density is relatively low at 43 units per hectare (excluding the Barnet Hill School site).

The proposed replacement of the existing predominantly five storey built form on the estate with low-rise housing in the form of terrace streets interspersed with apartment blocks would result in the delivery of 191 additional units. This represents an increase in the residential density of the site to 58 units per hectare (or 185 habitable rooms/ha to 223 habitable rooms/ha). This increase is well within the indicative range provided in the density matrix above which suggests between 40 and 80 units per hectare or 150-250 habitable rooms per hectare is appropriate in this location.

This density ensures that the most efficient use of available land is whilst respecting the local low-rise suburban structure and character and the local context, avoiding over development in an area adjacent to the Green Belt. The proposals are therefore considered to optimise the development capacity of the site in accordance with London Plan 3.4.

Affordable Housing

London Plan Policy 3.9 *Mixed and Balanced Communities* promotes a balanced mix of tenures and requires new development to foster social diversity, redress social exclusion and strengthen neighbourhood identity. It emphasises the need to create a more balanced mix in all parts of London particularly in some neighbourhoods where social renting predominates.

London Plan Policy 3.11 *Affordable Housing Targets* requires all boroughs to maximise affordable housing provision in order to contribute towards an average annual London-wide target of 13,200 with a priority for family housing.

London Plan Policy 3.12 requires LPA's to seek the maximum reasonable amount of affordable housing in residential and mixed-use schemes. London Plan policy 3.14 aims to resist the loss of housing, including affordable housing, unless it is replaced at existing or higher densities with equivalent floorspace.

Supporting paragraph 3.82 states that estate renewal should take into account the regeneration benefits to the local community, the proportion of affordable housing in the surrounding area and the amount of affordable housing to be provided elsewhere in the borough.

Local Plan Policies CS4 and DM10 set a borough-wide target of 40% of housing provision to be affordable subject to viability. It also seeks to ensure that an appropriate mix of affordable housing is provided with 60% social/ affordable rent and 40% intermediate/ shared equity.

The proposals for the regeneration of the estate comprise the demolition of 363 existing social rented units and their replacement with 250 affordable units (comprising 230 rented and 20 intermediate rented). The remaining 381 homes would be available for private sale on the open market. This would represent a 40% affordable housing provision on a unit basis which is a net loss of 113 affordable units on the Estate.

A comparison between the accommodation at the existing estate and the proposed development is provided in Table A2 below.

Existing			Proposed		
Unit size	Social rented	Private	Unit Size	Affordable	Private
1-bed	74	8	1-bed	36	32
2-bed	128	19	2-bed	117	163
3-bed	159	50	3-bed	89	115
4-bed	2	0	4-bed	8	71
Total	363	77	Total	250	381

Table A2: Existing and proposed tenure mix

Whilst the net loss in the number of affordable housing units is contrary to London Plan Policy 3.12, the marginal viability of the scheme, prevailing circumstances of the site and the existing and on-stream housing supply present a compelling case for the creation of a more mixed and balanced community with supporting social facilities as part of the regeneration.

The application has been accompanied by The Development Control Toolkit (or the Three Dragons Model) to test and justify the level of affordable housing and demonstrate that the viability of the scheme is such that the proposals cannot achieve a greater percentage of affordable housing. This financial appraisal has been independently verified by BNP Paribas and concludes that the proposals represent the maximum reasonable amount of affordable housing that can viably be delivered on the site.

This assessment makes reasonable assumptions regarding the lack of available grant funding to support the scheme and as such is reliant on the cross-subsidy from the sale of the private units. In addition, an assessment of current and projected market conditions and uplift in values is also considered. Other costs of the scheme that the appraisal accounted for include the provision of a community centre within the scheme with the expectation of a low revenue from the space and the cost of planning obligations associated with the development including a Borough and Mayoral Community Infrastructure Levy charge.

On the basis of this assessment it is considered that the proposals strike an optimum balance between the loss of affordable housing and the need to minimise the deficit in financial viability terms.

The net loss of housing on the Dollis Valley Estate would be off-set by the projected growth of affordable housing in other parts of the borough. A survey by the council of known on-site and projected developments in the borough (excluding the small windfall sites that may come

forward as part of the normal activity of registered providers and other residential developers) demonstrate the likely provision of 3,804 affordable homes coming forward in the period between 2021 and 2020, including 871 regeneration scheme homes.

It is therefore considered that the loss of affordable housing provision on the Dollis Valley Estate would not result in a shortfall of affordable housing provision in the borough as a whole. The proposals are therefore considered to be compliant with the strategic aims of the London Plan which seek to resist the shortfall in the quantum of affordable housing over existing provision.

In addition to the financial need to cross-subsidise the development with private sale units, the proposals are also considered to provide an improved mix of tenures across the site. The provision of 60% private housing within the redevelopment area would assist in the rebalancing of the area in accordance with the aims of creating balanced and mixed communities particularly in those neighbourhoods where social renting predominates and there are concentrations of deprivation (London Plan Policy 3.9).

The Mayor's Housing Supplementary Planning Guidance states that replacement affordable housing can be of a different tenure where this achieves an improved mix of provision reinforcing the objectives of strategic policy.

The Estate is situated in an area with high levels of affordable housing. When including the surrounding residential areas of Archer Close, Barnet Lane (5 properties immediately adjoining the site), Brent Place, Bryant Close, Crocus Field, Eastham Close, Hammond Close, Hardy Close, Mays Lane (between Hammond Close and Brent Place), Meadow Close and Rossiter Field, the combined total of 985 dwellings has an estimated 76% of units that are affordable, with 24% in private ownership.

The proposed provision of 40% affordable housing and 60% private housing on the site itself would create a mix of 54% affordable and 46% private in the wider area. Officers therefore consider that the proposed redevelopment of the estate would result in a more balanced tenure mix when accounting for the social make-up of the wider area.

It is recognised that Local Plan policy seeks to secure a 60/40% split between affordable rented and intermediate accommodation in order to re-enforce the principles of creating mixed and balanced communities. The proposals for Dollis Valley equate to a mix of 92% social rented units and 8% intermediate. Whilst this does not comply with the mix sought in Local Plan policy DM10, it is responsive to the needs of existing tenants that would be re-housed as part of the regeneration. In this context and the make-up of the wider area, the proposals are considered to be compliant with the objectives of this policy.

It should be noted that in their stage 1 report, the GLA consider that the net loss of affordable housing provision to be justified on grounds of viability, a need to foster a mixed community to balance the preponderance of social housing in the surrounding area and an alternative supply of affordable housing elsewhere within the borough.

Dwelling Mix

Housing need requirements across London and within Barnet are for larger units, particularly houses. As a result the proposed housing mix has been devised to ensure that whilst there is a reduction affordable units by quantum, there is a significant improvement of the quality, size and variety of accommodation capable of being delivered.

The overall development provides for a range of 2 and 3 storey house types and apartment blocks of up to 5 storeys providing both housing and flats. The indicative accommodation

schedule provides for 322 houses and 309 apartments across the entire site comprising of a mix of 1, 2, 3 and 4 bedroom accommodation units as detailed in the table below.

Existing			Proposed		
Unit size	Social rented	Private	Unit size	Affordable	Private
1-bed	74	8	1-bed	36	32
2-bed	128	19	2-bed	117	163
3-bed	159	50	3-bed	89	115
4-bed	2	0	4-bed	8	71
Total	363	77	Total	250	381

Table 5.1: Existing and proposed tenure mix

Policy 1.1C of the London Housing Strategy sets a target for 42% of social rented homes to have 3 or more bedrooms. London Plan Policy 3.8 *Housing Choice* promotes a balanced mix of unit sizes in new developments and Local Plan Development Management Policy DM08 outlines the priorities for affordable and market housing to be 3 and 4 bedroom properties.

The table above shows that based on the indicative accommodation schedule, 39% (or 97) of the affordable housing units would be provided as 3 or more bedroom units suitable for family occupation. Whilst this is slightly below the 42% target indicated for social rented accommodation in the London Housing Strategy, it is reflective of local circumstances and identified housing need of the existing residents of the estate.

It should be noted that the proposed tenure mix detailed above is indicative. This is to ensure that the mix in later phases can be adjusted to take account of changing housing needs throughout the lifetime of the development. However, the number of affordable homes to be provided remains fixed at 250 units in total.

In these circumstances the GLA have confirmed in their Stage 1 report that the proposed mix is acceptable in strategic planning terms.

Standard of accommodation

The D&AS submitted with the application demonstrates how inclusive design principles and practices have been incorporated into the development proposals in accordance with Policy 3.5 of the London Plan *Quality and Design of Housing Developments* and Policy DM02 of Local Plan Development Management Policies *Development Standards*.

All residential units have been designed in accordance with the London Housing Design Guide (LHDG) standards which outline minimum space standards for individual units, room sizes and amenity space provision.

10% of the overall residential unit provision has been designed to be wheelchair accessible or easily adaptable for wheelchair users. The designated wheelchair units are proposed to be located single level units within the apartment blocks predominantly at ground floor level with access to private amenity space.

All dwellings are also designed to comply with 'Lifetime Homes' standards.

Phasing

The first phase of the regeneration proposals comprising of the construction of 108 homes and a community and nursery would be built on the western part of the site currently occupied by the former Barnet Hill School, the BSCA Hall, the Valley Pre-School and Pine Trees Nursery.

The independent school currently operating from the Barnet Hill School is due to vacate the premises by July 31st and are currently seeking planning permission for an alternative premise in West Hendon. The BSCA have already vacated the site and moved their operations to St Stephen's Hall in High Barnet. The Valley Pre-school will move into temporary accommodation during construction and will occupy the proposed nursery facility. Pine Trees Nursery will move off-site.

When the construction of the first phase is complete a process of re-housing existing residents can begin. The availability of the land in phase 1 ensures that residents will only have to move once, avoiding the disruption and cost of a double decant process.

5.3 Urban Design and Character

The National Planning Policy Framework 2012 makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors, securing high quality design goes beyond aesthetic considerations.

London Plan policy 7.1 *Building London's neighbourhoods and communities* sets out a series of overarching design principles for development in London. It recommends that development is designed to contribute to people's sense of place and enhance the character, legibility, permeability and accessibility of the neighbourhood.

The London Plan also contains a number of relevant policies on character, design and landscaping (as set out in Appendix 1). Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Local Plan policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. Policy DM15 notes that development adjacent the green belt should not have a detrimental impact on visual amenity and respect the character of its surroundings.

Vision

The vision for Dollis Valley centres around the creation of a “smart garden suburb” to take account of the suburban context of the site and build on the success of garden suburbs elsewhere in London. The regeneration focuses on the delivery of a new network of residential avenues, streets and garden squares based around a clear urban structure.

The proposals centre on the delivery of a mix of houses with private gardens and apartments blocks but with a consistent approach to the design across the site ensuring a legible network of high quality streets and spaces.

The application material secures these concepts through the design guidance set out within the D&AS (as detailed below) and the parameter plans submitted for approval.

Design Guidance

The application is accompanied by a Design and Access Statement (D&AS) that sets out the design and access principles for the development. The core aims of the D&AS are to promote a connected, integrated, mixed urban community in the context of a modern garden suburb reflective of the low density context.

The document sets out the key urban and landscape design principles that have been established through the development of the Dollis Valley illustrative masterplan. The contents underpin the parameter plans relating to the outline elements of the scheme and have guided the detailed proposals for phase 1.

The Guidance, to be read in conjunction with the parameter plans, sets out the overarching principles for the development of the site as conveyed in the illustrative masterplan. They consist of the following:

- Chapter 5: Urban Design Guidelines

These set out the principles for the layout, use and amount of development across the site. These have been informed by the site’s context, history, topography, building heights, sensitive views, services, local infrastructure, trees and landscape setting, road and footpath network, development patterns, housing requirements and land availability.

A series of “scale thresholds” are included in this chapter which control the layout of development (which takes account of levels of amenity for future and adjoining residents), seeking to ensure the principles set out in the illustrative masterplan, and elsewhere within the design principles, are secured for the outline element of the scheme.

- Chapter 6: Landscape Design Guidelines

These establish the principles around the landscaping of the site including the site wide strategy and treatment of open spaces and streets. The hierarchy, function, legibility and character of the landscape are defined. The approach to play space, ecology and biodiversity are also set out.

- Chapter 7: Building Design Guidelines

This chapter establishes the principles for the design and form of the buildings which are based on the principles of the Arts and Crafts architectural approach.

For the housing a range of house typologies have been developed that establish principles around plot size, roof form, articulation of facades, active frontage,

fenestration and palette of materials to be used across the site. In addition, guidance on how of overlooking and amenity space should be dealt with is given.

A set of design guidance for the apartment blocks is also set out in this chapter. It establishes principles on massing, layout, appearance, amenity space, parking, overlooking. It provides specific design guidance on the five storey 'landmark' buildings at the southern edge of the site and how the buildings will respond to changes in levels.

- Chapter 8: Character Areas

This establishes the design features of each character area within the masterplan area. In particular urban features such as frontages, building heights, façade rhythm and street layout are outlined for each area. This assists with ensuring the places created are varied, attractive and legible.

The main urban design principles established in the proposals are set out below:

Street Network

The redevelopment strategy aims to create an attractive, active, and sustainable new neighbourhood that is physically, socially and environmentally connected to the wider Underhill neighbourhood. Enhancing connectivity is therefore one of the most important components driving the urban design principles and layout of the regeneration area.

The existing Estate is physically isolated from the wider area due to the presence of the existing road that circulates the estate. The dominance of this road inhibits movement and connection to neighbouring streets and spaces and acts a barrier, cutting the Estate off from its surroundings. It also acts as a deterrent and discourages pedestrian movement across the Estate, despite a number of existing footpaths running across it.

In response to this the proposals seek to establish 2 new accesses into the site from Mays Lane and introduce a new network of streets and avenues within it in order to provide a clear movement network. The proposed routes through the site and connections to the wider area have been designed to ensure permeability, legibility and connectivity.

Two new accesses into the site from Mays Lane would be established in order to open up the site to the north and wider area. Hammond Close would be connected to the internal street network thereby establishing a new access into the site. In addition a new central access road into the site from Mays Lane (west of the junction with Bedford Avenue) would replace an existing pedestrian access into the site necessitating the demolition of 3 existing properties in this location, all of which are in the Council's ownership.

At each of these new access points, and at the Dollis Valley Way access (rationalised into a single roadway), new buildings would front Mays Lane inviting views of what lies beyond and opening up the perceived closed nature of the Estate.

As well as the new accesses from Mays Lane, additional connections to the surrounding residential road networks are also maintained and enhanced through the layout of the internal road network as well as the scale of the proposed buildings that would align these routes. These include Bryant Close, Rossiter Fields, Archer Close, Eastham Close, Meadow Close and Crocus Field.

The pedestrian connections to the wider neighbourhood include a footpath to Barnet Lane and an enhanced link to Dollis Brook and King George V Playing Fields to the south and east of the site. A key element of the proposals is to enhance the connections with the open

spaces to the south and east of the site. A new area of open space at the southern end of the site, 'The Green', would promote this link, adjoining existing areas of open space between the housing developments of Crocus Fields and Meadow Close which lead to the open space of the Dollis Valley.

Within the site, the proposals establish the following hierarchy of streets through the parameter plan (Access and Movement) and associated Design Guidance:

- Avenues
- East West Streets
- Shared Surface Streets

The main Avenues lead south directly off Mays Lane to The Green forming a loop intersected by the East/ West streets. The main Avenue is intended for adoption and is designed to facilitate an extension to the 326 bus route which currently only serves the northern part of the Estate.

This new principle north/ south route through the site would be lined by 3 and 4 storey buildings framing views down the Avenues to 5 storey 'landmark' buildings at the southern ends. The design principles for this route establish it as a primary route through the site.

The east-west streets would be lined with lower scale 2 and 3 storey buildings designed for low levels of vehicular traffic (although built to adoptable standards) creating a more domestic residential environment than on the Avenue. The design of these streets will differ from the Avenues signalling a more intimate neighbourhood reflected in the scale of buildings, road and footpath widths, street planting and surface materials.

Other north-south routes to the south of the main Avenue are designed as shared surface streets with limited passing vehicular traffic. The traditional demarcation between footway and carriageway is absent and pedestrian and vehicles share the same space. This encourages vehicles to travel at a slower speed and encourages a pedestrian and cycle friendly environment promoting social interaction and opportunities for informal play. In addition they will enhance the relationships with the public open spaces around the site.

The proposed street layout provides a connected, permeable network which encourages walking and cycling and makes it easier to navigate through the site. The resulting pattern of movement and legibility of the network would enhance connectivity with the surrounding area providing greater integration at a neighbourhood level. In addition, the layout promotes access to local open spaces within and on the perimeter of the site and will improve access to public transport facilities in the vicinity of the site.

Development layout, height and scale

The proposals for the regeneration of the Dollis Valley Estate were developed around a detailed masterplan which established the limits of the development and the capacity of the site in accordance with social, environmental, physical and economic constraints. This masterplan is submitted as an illustrative plan to demonstrate how it has formed the basis of the parameter plans, scale threshold tables and urban design principles which are submitted for approval.

The ultimate controls lie within the maximum gross internal area per development zone (as specified on parameter plan 2346_A_110 Development Zones), maximum storey heights (parameter plan 2346_A_112 Building Heights) and the total number of units that would be permitted on site capped at 631.

This combined with the information contained within chapter 5 of the D&AS define the general principles for the layout and scale of development for the regeneration area. These elements of the application documents work collectively to secure the overall vision for a low rise, domestic scale of development with a legible urban structure based on the Garden Suburb format as demonstrated within the illustrative masterplan.

The principles set out a street-based approach reflective of the surrounding suburban context and centre on the creation of perimeter blocks that enclose private open spaces and ensuring all buildings provide an active face onto the public realm. This approach represents a well developed urban structure that is reflective of the pattern of development in the area.

The proposed community uses (as part of the detailed phase 1 proposal) are to be sited on Mays Lane at the junction with Hammond Close adjacent to the existing Co-op convenience store adjoining the western boundary of the site. This would form a central community hub at the entrance to the site that would be open to the wider community fostering greater social interaction maximising social cohesion. The desire to open up the site, maximise social inclusion and enhance connections with the neighbourhood is reinforced by this layout in accordance with London Plan Policy 7.1 *Building London's Neighbourhoods and Communities* and 3.16 *Protection and Enhancement of social infrastructure*.

Three areas of open space are proposed within the layout of the site. These comprise of:

- West Entrance Square
- East Entrance Square
- The Green

The East and West Squares are purposefully sited close to the entrances of the site providing glimpsed views of the green space from the north and setting up a strategic network of spaces within the site. The Green at the southern end of the site would directly adjoin the existing green open space at Meadow Close and Crocus Field leading to the open space of the Dollis Valley Green and Dollis Valley Green Walk encouraging use of this resource. The proposals therefore ensure that the green infrastructure is integrated into the existing network of open and green spaces in accordance with London Plan Policy 2.18 *Green Infrastructure: The Network of Open and Green Space*.

As discussed above the street hierarchy determines to a degree the scale of buildings that line particular streets. Taller buildings of up to 4 storeys (envisaged as blocks of flats) are proposed to line the avenues from north to south with the proposed 'landmark' five storey buildings at the southern ends of the Avenue. The east-west routes are designed to be typically lined with 2- 3 storey dwellings as well as areas of the site which adjoin existing houses and gardens.

Buildings sited along the Mays Lane frontage would also be restricted in height to reflect the surrounding context with the exception of the community building which would form a focal point at the Hammond Close site access at 4 storeys. Whilst it is acknowledged that the existing buildings on Mays Lane are generally restricted to 2 storeys the upper limit of a 4 storey building at the Hammond Close junction is considered to be appropriate given the proposed community function. As this element falls within the detailed phase 1 proposals a detailed design and impact assessment is provided later in the report specific to phase 1.

Of the total 631 units proposed, 322 are indicatively proposed as houses. These would take the form of rows of terraces of no more than 3 storeys. These dwellings would predominantly line the east- west routes within the site connecting to the surrounding residential network which is characterised by a similar form and scale of residential development.

Dwellings in the surrounding residential area are largely 2 storeys whereas the proposals allow for 3 storey dwellings of up to 11m in height. However, as the third floor of proposed dwellings would normally be articulated in the roof space (as specified within the housing typologies), a low-rise suburban scale would be retained in keeping with the character of the general locality. This ensures compliance with London Plan policy 7.4 *Local Character* and Local Plan policy DM01 and supplementary residential design guidance as detailed within Appendix 1.

Each development zone has a maximum area which can be developed, reflected in the Gross Internal Areas (GIA) as stated in the parameter plans. This maximum figure has been calculated on the basis that all dwellings would be designed (at reserved matters stage) to comply with (and usually exceed) the minimum floorspace standards set out in the London Plan (Policy 3.5) and the associated London Housing Design Guide. This has been extrapolated from the illustrative masterplan which demonstrates that the scale of development proposed by the GIA's, when considered in conjunction with the design guidance, would achieve a form of development that is responsive to and in keeping with the pattern of development in the general locality and general urban grain.

The masterplan demonstrates a rational layout of streets, buildings and spaces with all dwellings designed to have front and rear gardens providing a clear definition between the public realm and private spaces. As layout is a reserved matter, the scale threshold tables reinforce the Garden Suburb layout by defining minimum distances between building fronts and backs, typifying street and pavement widths and specifying lengths of active frontages.

The Avenues would be wider to accommodate the taller 4 storey blocks of flats with greater distances between buildings than on the more domestically scaled east west routes. The greater heights along these streets provide an appropriate context for this primary route through the site aiding legibility and navigation to The Green and the Dollis Valley Green Walk.

The fall in levels across the site would be most apparent when travelling south along the Avenues which have an approximate 8m fall to the southern-most boundary. Therefore a number of the apartment blocks will be stepped to account for this sloping terrain particularly on the eastern Avenue where the degree of the slope is at its greatest.

The tallest blocks would be sited at the southern end of the Avenues, acting as 'bookends' to these routes visible from the site entrance to the north. As the levels fall to the south, the siting of the tallest buildings at this end of the site would minimise the visual impact of the development. As the 5 storey 'landmark' buildings would adjoin 2 and 3 storey buildings (within and adjoining the site) they would step down in height to respond to adjoining building heights.

The layout of streets, spaces and the scale of development is well considered and in accordance with policies that seek to secure a high quality design in relation to streets, spaces and natural landscape features (London Plan policy 7.4).

Public Realm and Private Space

The public realm is a key feature of the new development and the strong definition between public and private spaces. It provides a legible framework for the redevelopment area. Routes through the site are defined by the scale of buildings that line them, the spaces between them and the type of landscaping that frame them. The layout provides for a new neighbourhood with high quality open spaces linked by tree-lined streets.

The Avenues would be populated by paired street trees creating a traditional London street typology and a green corridor with medium-large scale planting. Other streets within the development would have single row planting of a smaller scale.

All dwellings would have and would have active frontages providing passive surveillance of public spaces. The open spaces within the site would be framed and overlooked by buildings providing safe and secure places for all sectors of the community to use. This fosters a sense of community, encourages activity in the public realm and is in accordance with London Plan Policy 7.3 *Designing out crime*.

Private spaces are also designed to be enclosed and overlooked through the layout of perimeter blocks where gardens are designed to back onto one another. This is created within the site through the urban design principles discussed above and on the edges of the site adjoining existing gardens along the northern boundary (Mays Lane) and western boundary (Eastham Close).

Semi-private spaces in the form of communal courtyards for the apartment blocks would also be overlooked and enclosed. Whilst car parking for the site is generally a mixture of on-plot and on-street spaces, some surface car parks primarily serving the apartment blocks would be provided. These would also be overlooked by the buildings surrounding them and would be secured by gated accesses reducing the opportunity for criminal activity.

This site wide approach to public and private space would be a significant enhancement from the existing environment where spaces around the buildings are undefined and under-used and the ground floor levels of the blocks, occupied by garages, are largely inactive.

Building Design

Appearance is a reserved matter for the outline element of the scheme. As such the design guidance (principally chapter 7 *Building Design Principles*) set out the principles for the appearance of dwellings and apartment blocks for phases 2-5. The guidance secures the high quality design ethos that is evident in the detailed phase 1 proposals (discussed later in this report).

The principles are based on a series of house types that would be consistent throughout the masterplan area. Inspiration for the building design (for single dwellings) has been taken from the Arts and Crafts architectural style seen in the mid-1800's and common in the wider Barnet area.

The house types are committed to the principles of maintaining stylistic consistency by working within a controlled palette of materials and details necessary to evoke suburban character. These include:

- Sheltering front entrance porches;
- Hipped/ crown roofs;
- Gables and bay windows;
- Dormer windows;
- A mix of window sizes and types;
- Variation in rooflines;
- Articulated eaves line.

The house types for Dollis Valley develop these details in a modern way creating a unique design approach which is responsive to local context drawing from the traditional themes found in the wider area. The design guidance sets out a clear framework for the design and

appearance of reserved matters applications but also consider how amenity should be protected. This framework includes:

- Plot widths
- Treatment of car parking
- Position of windows to address overlooking
- Roof shapes and proportions such as paired roofs to give the impression of semi-detached buildings within a terrace and concealment of solar PV panels
- Articulation of gable ends to ensure active frontages face the street
- Varied roof lines and street scenes ensuring a range of house types are present in each row.

A separate set of guidelines for the apartment blocks set out similar principles on design and appearance. These include:

- Massing strategy to take account of height in relation to public spaces, the legibility of the road network, site topography, sunlight, overlooking, relationship with adjoining buildings;
- Layout including dwelling sizes (in accordance with the Mayor's standards), aspect, wheelchair adaptability;
- Appearance including materials palette, roof shape, fenestration strategy, balconies, articulation of entrances, frontage and relationship with the street;
- Provision and standard of amenity space;
- Overlooking and protection of privacy of adjoining properties
- Parking including location and access, security, enclosure and treatment of undercroft car parks.

The detailed and well-developed framework would secure the high quality design and layout apparent in phase 1 consistently carried through the later phases of the development area.

Following the receipt of the GLA's stage 1 report, additional information to secure the design quality of certain elements of the proposals has been provided by the applicant. This takes the form of additional design guidance within chapters 5 and 7 of the D&AS which is detailed above.

5.4 Visual Impact

The Environmental Statement considers the impacts of the development on the townscape and landscape character with reference to existing views. These viewpoints were selected within a 2km radius zone of visual influence (ZVI) which was agreed with officers.

The methodology for the assessment comprised of the following stages:

- Analysis of the existing landscape resources and visual context of the study area;
- Assessment of the sensitivity of the landscape and visual receptors;
- Analysis of the potential landscape and visual effects of the proposals and assessing the magnitude of change;
- Assessment of potential impacts and their significance;
- Identification of appropriate mitigation to address identified impacts;
- Assessment of the residual effects and their significance.

The key viewpoints took account of the following factors which the site is particularly sensitive to:

- Local topography and rolling landscape of valleys and ridges;
- Key settlements surrounding the site including Chipping Barnet and Totteridge,
- Areas of special and historic character including listed buildings and conservation areas;
- Public roads and public footpaths;
- Vegetation;
- Open space;
- The Metropolitan Green Belt;
- National and Local landscape and townscape character areas including the Barnet Plateau Natural Landscape Area.

The assessment of impacts is based upon the defined parameters within the application proposals which include maximum building heights above ground floor level. The existing Estate contains buildings of up to 5 storeys. The main areas of visibility of the site are from the residential roads to the north and open countryside and parks within a 1km radius to the east, west and south of the site. There are limited areas of visibility within the open countryside and elevated land to the west as far as 2km. Beyond this distance glimpsed views through vegetation from elevated land to the west is possible. This has been taken account of when determining the viewpoints for the assessment.

The proposed development would have a slight increase in the area of visual splay compared to the existing visual envelope. This would be mainly towards the south west of the Dollis Valley and to the fields to the south of Dollis Brook and the lower extent of the residential avenues off Mays Lane to the north of the site. This is due to the erection of a four storey development in the north west corner of the site which is currently occupied by a single storey structure; the erection of 2 and 3 storey buildings in the area presently containing the former single storey junior school, which requires the loss of many of the trees along the site's western boundary; and taller five storey buildings along the site's southern boundary.

Despite the increased visibility of parts of the development from the surrounding area the proposed townscape is considered to represent an enhancement when compared to the existing estate. The surrounding topography, extent of built form and high percentage of tree cover within streets and open countryside mean the visual impacts would be limited. In addition, the existing slab concrete structures would be replaced by a new neighbourhood of a high quality building design and urban structure that would incorporate features and styles

from the surrounding buildings and spaces. The proposal is therefore considered to represent a positive impact in the longer term on completion of the development.

Short term visual impacts will arise throughout the construction process to local residents, those adjoining the site and from longer-distance views, as a result of construction traffic, cranes, hoardings etc. However, given the short term nature of the effect, the impact is not considered to be significant and would be a temporary adverse effect on the landscape character.

The impact on the visual amenity and the surrounding character of the Green Belt, London Outer Orbital Path (London Loop) and Green Walk will be beneficial for the reasons stated above. In addition, the views from the Totteridge Conservation Area would also be limited given the screening effect created by the wooded northern edge of this Conservation Area to the rear of properties along the Totteridge Ridge.

The proposals will represent a greater site coverage of buildings than on the existing Estate, a reduction in open/ green space and the permanent removal of most of the site's existing trees, a number of which are high quality mature trees. However, given the relatively limited visibility of the site from surrounding areas which is viewed in the context of generous areas of adjacent open spaces and mature tree planting and small woodlands there is not considered to be any significant adverse visual impacts on the Barnet Plateau Natural Landscape Area or the landscape character.

5.5 Amenities of Adjoining Residents

Local Plan Policy DM01 which requires that proposals be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and future occupiers.

An assessment of the impact of the detailed phase 1 proposals on the amenities of future occupiers is considered later in this report.

As the application is in outline form (apart from phase 1) the impact on neighbouring residents in terms of outlook and privacy are based on the proposed parameters which control the level of development and how it can come forward.

The main controls to safeguard acceptable levels of amenity for future occupiers are within the scale threshold tables submitted as part of the design guidance and are considered below.

Dwelling Outlook

The proposed scale threshold tables are largely based on the layout shown on the indicative masterplan. The layout of the proposals are such that proposed buildings within the site would generally be well separated from existing buildings adjoining the site. This is due to adequate garden depths or distances across streets. This separation between the existing and proposed dwellings is defined within the scale threshold tables.

Whilst it is recognised that the outlook for existing residents immediately adjoining the site is likely to change as a result of the proposals, it is not considered that outlook would be harmed. The scale of the buildings (height and depth) are considered to be within acceptable limits when taking account of the distances from adjoining properties and gardens.

It is therefore considered that the proposed parameters for the development would safeguard acceptable levels of outlook for existing adjoining occupiers and would not result in unduly overbearing forms of development.

Privacy and Overlooking

The Council's Supplementary Planning Document Residential Design Guide recommends minimum distances between habitable room windows and to neighbouring gardens to protect the privacy.

There are instances where the defined back-to-back and front-to-front distances (across streets) to existing buildings would not accord with the Council's 21m recommended distance between habitable room windows. However, the distances achieved are generally not lower than 19m for back-to-back windows, or 18m for front-to-front windows. At these distances, although below the recommended standards, it is not considered that adjoining residents would be unduly harmed as a result of the proposals.

Innovative design solutions are secured in the design guidelines to ensure that where the privacy distances are shorter than recommended, measures to reduce direct overlooking such as placement of windows, position of habitable rooms and the use of obscure glazing (where this does not prohibit sole outlook) will be used.

The Council's SPD acknowledges that shorter distances between facing habitable room windows and to neighbouring gardens may be acceptable within regeneration areas where there are material justifications. It is considered in this case, that the high quality urban environment proposed and the wider regeneration benefits of the proposals justify the relaxation of these standards.

It is therefore considered that the privacy of adjoining residents would not be unduly harmed within the proposed parameters of the development

Daylight/ Sunlight

An assessment of the impact on daylight and sunlight levels based on the indicative masterplan has been carried out in accordance with the BRE Guidance 'Site Layout Planning for Daylight and Sunlight'.

Natural light refers to both daylight and sunlight. However, a distinction between these two concepts is required for the purpose of analysis and quantification of natural light in buildings. 'Daylight' is used for natural light where the source is the sky in overcast sky conditions, whilst 'Sunlight' refers specifically to the light coming directly from the sun.

The vertical sky component (VSC) to habitable rooms establishes the amount of daylight enjoyed on the face of the window. The BRE guide advises that a building may be adversely affected by a development if, "the VSC at the centre of an existing main window is reduced to less than 27% or less than 0.8 times its former value". If with the new development in place the window does not achieve 27% VSC but is more than 0.8 times its former value then the guidelines state that skylight is unlikely to be seriously affected.

The assessment shows that in terms of daylight, most of the windows of the surrounding buildings analysed would comply with the BRE criteria for daylight. Whilst some windows assessed required further analysis given initial results, it was shown that all windows would either have a Vertical Sky Component greater than 27% or a reduction in daylight compared to the existing condition within allowable tolerances.

In order to ensure that the reduction in daylight would be within allowable tolerances, amendments were made to the projected massing of apartment block 8 at the request of

officers. The alterations involved reductions in the height to parts of the building. The changes to the massing are reflected in the design guidance.

All south facing windows of the surrounding properties obstructed by the proposed development analysed for probable sunlight hours were found to retain good levels of sunlight in relation to the proposals.

The proposals are therefore considered to have an acceptable impact on daylight and sunlight levels at adjoining properties.

5.6 Amenities of Future Occupiers

The standards of accommodation provided for future occupiers of the development have already been considered in this report and are compliant with London Plan policy in terms of minimum space standards and amenity space provision.

The following section therefore focuses on the requirements of Local Plan Policy DM01 which requires that proposals be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers.

Dwelling Outlook

Development plan policy requires that new dwellings are provided with adequate outlook and this is a factor of ensuring future residents are provided with acceptable amenity.

The proposed nature of the layout of the site would ensure that future occupiers would a variety of differing outlooks. The design guidance seeks to ensure generous fenestration is provided and that dwellings are generally dual aspect. Where single aspect units are unavoidable, a northerly orientation should be avoided.

As a large amount of the application is in outline form the quality of outlook cannot be fully judged until reserved matters are submitted for approval. However, the parameters and associated design guidance for the development are considered to secure the quality of amenity for future occupiers within the site.

Privacy and Overlooking

The scale threshold tables define minimum back-to-back and front-to-front distance within each development zone on the site. Barnet's recommended distance between facing habitable room windows is 21m. The distances achieved in the redevelopment proposals for back-to-back distances generally fall short of this requirement averaging between 16-18m within the site. At the shallowest point, back-to-back distances are reduced to 8m but in other areas in excess of 20m can be achieved. Within the site, the typical distance across streets (front-to-front) averages between 12-16m.

Whilst the distances do not meet those recommended within Barnet's SPD it is not considered that this would cause significant harm to future occupiers of the development. The average target, as specified within the design guidance, for within the redevelopment area is 16m and the indicative masterplan layout demonstrates that in many instances this target can be exceeded.

In order to reduce the impact of the lower than recommended facing window distances within the site (and consequential reduced distances to adjoining gardens), several innovative design solutions are secured within the design guidance. These include position of windows, layout of rooms and use of obscured glazing.

The Council's SPD acknowledged that shorter distances between facing habitable room windows and to neighbouring gardens may be acceptable between new build properties and within regeneration areas where there are material justifications.

Given the high standard of accommodation of the proposed dwellings and the requirements to meet minimum internal space standards, the average distances that are capable of being achieved as demonstrated within the submission are considered acceptable. Where the minimum distances are at their lowest, officers are satisfied that the design guidance would minimise the impacts to acceptable levels.

It is therefore considered that the future occupiers of the development would not be unduly prejudiced by overlooking.

Conclusions on the amenities of future occupiers

The scheme is found to be compliant with development plan policy as it relates to the amenities of the future occupiers of the dwellings proposed and the design approach is considered, for the reasons outlined above, to provide future occupiers with acceptable amenities. The development is therefore found to be satisfactory in this regard.

5.7 Amenity Space and Open Space Provision

The NPPF promotes healthy communities. The provision of open space and play space makes an important contribution to achieving this (paragraph 69).

London Plan policy 2.18 *Green infrastructure: the network of open and green spaces* sets out strategic applications and planning decisions and LDF guidance supporting the protection, promotion and management of London's green infrastructure.

London Plan policy 7.18 *Protecting local open space and addressing local deficiency* sets out guidance for assessing local open space needs, and promoting the protection, management, creation and enhancement of open space within strategic applications, planning decisions and LDF policies.

Local Plan policies CS5 and DM01 seek to ensure that development respects local context and distinctive local character and includes the requirements for development to provide hard and soft landscaping. It advises that proposals should achieve an appropriate level of new habitat including tree and shrub planting, and a suitable visual setting for buildings, in order to positively contribute to the surrounding area.

Local Plan policy DM15 relating to green belt and open spaces is also relevant given the proximity of the site to open land to the south which is designated Metropolitan Green Belt. The nearby Lower Dollis Brook is also identified as a site of Borough Importance for Nature Conservation (policy DM16 Biodiversity), and as such development proposals at Dollis Valley are required to respect and enhance this value.

The existing estate is typical of its 1960s design in that it has very few private gardens and instead has large amounts of communal open space comprising of shared lawn areas. These spaces are largely undefined, dominated by hard paved surfaces and mowed lawns. The existing buildings are situated within these underutilised areas.

The existing estate is also characterised by a lack of clear public realm, has a confusing layout with a lack of active frontages and has a separated vehicular and pedestrian network that create an illegible environment. Many of the dwellings are accessed via parking courtyards and open spaces, as opposed to directly from the street.

An audit carried out by the applicant of the existing public and private open space provision within the Dollis Valley estate shows that the majority of the 48,378sqm of existing open space is either not publicly accessible, or provides poor quality amenity space, often comprising fragmented or leftover amenity space between built development.

The former Barnet Hill school playing field and open space (9,690sqm) is not publicly accessible and is not used by the residents of the estate. Some 6,610sqm is undefined open space with a further 20,018sqm providing green amenity space and lawn areas. As is typical with council estates of this type, there is limited private garden amenity space.

There is currently no formal play or sports provision on the estate. The nearest local equipped area of play (LEAP) is at the King George V playing fields to the south, while the nearest neighbourhood equipped area of play (NEAP) is at the Old Court House recreation ground to the north-west. The King George V playing fields also include outdoor sports pitches and basketball / netball courts.

The Barnet Open Space and Recreational Facilities Assessment (2009) examined the existing availability of public open space in Barnet against relevant standards. This open space assessment shows that recreation space provision in the High Barnet, Underhill and Totteridge area generally exceeds the minimum standard, and identifies that the site is not within an area of recognised open space deficiency. The majority of open spaces within proximity of the site are classified overall as good or fair.

The proposed open space provision for the site comprises of the creation of three new public open spaces that will provide opportunities for play, recreation, community interaction and wildlife habitat.

The new public space proposed to the south of the site, 'The Green', lies within the centre of Dollis Valley providing amenity to the regeneration area as well as adjoining residential areas that do not form part of the regeneration area therefore providing a wider community benefit. This space would have an area of 1,763sqm and provide a mix of play space (incorporating a LEAP) and high quality hard and soft landscape areas that will facilitate a range of community and recreational activities.

Additional smaller park squares are provided at the western and eastern entrances. The west park is 410sqm and the east park is 1,262sqm with both spaces incorporating a LAP.

The proposals will provide a total of 26,230sqm of amenity space, comprising of 21,640sqm of private amenity space in the form of gardens and balconies, 3,390m² of public open space and 1,200sqm of semi-private amenity space for flats.

The layout and design principles of the new open spaces are provided in the D&AS although the detailed specification will be subject to agreement with the LPA secured the s106 planning obligation.

The proposals have a greater emphasis on the provision of defined private and semi-private space of enhanced quality when compared to the existing estate. The proposals do nonetheless represent a quantitative loss in open space provision. However, the proposed provision is considered to be of an enhanced quality and usability when compared to the existing undefined spaces.

In addition the site benefits from its location adjacent to extensive areas of formal and informal recreation space, including the King George V and Barnet playing fields to the south

east, the Dollis Valley Brook green belt and green walk to the south and the Old Court House recreation ground to the North West.

The proposed layout of the site is such that it encourages the use of these surrounding spaces particularly to the south. However, as there is a quantitative reduction in open space, including the playing field within the former Barnet Hill School site, enhancements to the quality of these surrounding spaces as well as local play and recreation facilities are secured through the s106 planning obligations.

The re-provision of the Barnet Hill playing field elsewhere within the borough (as detailed in section 5.1 of this report), together with the provision of new high quality and flexible public open spaces, more private and semi-private amenity spaces and the enhancements secured towards the extensive recreational resources available in the immediate surrounding area, the proposals are considered to be broadly in accordance with the London Plan and Local development plan policies.

5.8 Trees

London Plan policy 7.21 *Trees and woodlands* seeks to ensure protection, maintenance and enhancement of trees and woodlands. The policy states that existing trees of value should be retained and any loss should be replaced. Where appropriate, planting of additional trees should be secured.

Local Plan policy DM01 seeks to ensure trees are safeguarded, and when protected trees are to be felled, replanting with a suitable size and species will be required.

There are a large number of trees on the site, several of which are mature and pre-date the construction of the estate. Existing trees within the site are predominantly located to the north of Dollis Valley Way on the existing grass verge which adjoins the rear gardens of properties on Mays Lane; to the north east of Dollis Valley Drive at its junction with Mays Lane; and to the western boundary within the site of the school playing fields.

The applicants have submitted a tree survey of the site undertaken by independent arboricultural consultants. This identifies the type and condition of all of the trees on the site in accordance with British Standard BS5837:2005. A total of 200 trees were surveyed on the site. None of the existing trees are covered by a Tree Preservation Order.

Approximately 193 existing trees within the application site will need to be felled to facilitate the comprehensive redevelopment of the site. This would include several mature category 'B' grade trees.

A request to make a tree preservation order on an existing group of 42 trees along the western boundary of the site within the school playing fields has been submitted to the Council. These trees are recognised as having a collective public amenity value contributing to the visual amenity of residents to the west on Eastham Close and to those within the Estate.

The Council's tree officer has expressed concerns regarding the loss of trees at the site. The tree officer also recognises that several of the existing trees proposed to be felled are of sufficient quality that would be worthy of protection by the inclusion in a Tree Preservation Order (TPO).

The Environmental Statement concludes that the loss of these trees will result in impacts to landscape/townscape and visual amenity. The applicants propose mitigation of this impact through re-planting a minimum of 386 trees. The replacement of an appropriate number,

species and maturity of replacement trees will be secured by condition and through the section 106 agreement. An initial indicative landscape strategy has been developed for the site to ensure that the regeneration delivers high quality public realm and communal spaces.

Whilst the proposal will result in the loss of trees across the site, the proposed redevelopment of the site would have significant regenerative benefits which must be weighed against this loss in visual amenity. These benefits as outlined throughout this report include the establishment of a revived neighbourhood that would have a greater physical and social integration with the wider area as well as improving the built fabric and quality of accommodation for existing residents.

As discussed in section 5.3 of this report, the urban structure and overarching principles guiding the layout of the proposals are considered to be reflective of the wider context and character of the site. The scheme is based on the principle of delivering a high proportion of family houses laid out along streets. The retention of the Category B trees along the western and northern boundaries of the site would compromise this layout resulting in failure to comply with other policies that seek to secure high quality urban design.

In addition, the associated reduction in the number of dwellings at the expense of the retention of existing B category trees would have adverse implications for the delivery of the regeneration. The economic viability of the proposals are carefully balanced, this is reflected in the proposed uplift of private units on the estate in order to cross-subsidise the provision of affordable homes. The maximum reasonable number of affordable homes, in viability terms, is currently proposed and already represents a net reduction in the total number. The loss of further dwellings as a result of the restriction on developable areas of land within the site is likely to further compromise the ability to replace affordable homes and deliver the regeneration of this priority estate.

During pre-application discussions and throughout the masterplanning and design process the loss of a large number of trees on-site as a result of the evolving redevelopment proposals was raised by officers. As a result amendments were made to the proposed layout in order to secure the retention of as many trees as practicable without compromising the delivery of the development. In particular, the proposed dwellings in phase 1 along the western boundary of the site where there are a large group of trees considered to have a collective high public amenity value (and subject to the outstanding TPO request), were moved further eastwards allowing the retention of 5 trees within that group.

The amenity value afforded to adjoining residents from existing trees on the site is recognised. In particular the group of trees along the western and northern boundaries provide visual amenity and screening to residents of Eastham Close and Mays Lane that would largely be lost as a result of the proposals.

In order to mitigate against the impact of the loss of B grade trees of special amenity value, as well as the loss of a number of lower quality trees, a comprehensive strategy for replacement tree planting forms part of the section 106 obligations associated with the development. This includes a commitment to re-planting a minimum of 386 trees which includes the provision of the replacement of every B category tree removed with 2 new trees on-site. Given that the available land for tree planting on-site is limited to streets and the proposed open spaces, a proportion of the tree planting will be off-site within the Dollis Valley Greenwalk and open space to the south of the site.

The proposed tree planting strategy which will be agreed with officers to secure appropriate species and size are considered to satisfactorily mitigate against the loss of existing trees on the site and contribute to public amenity. The contribution to planting trees off-site along the Dollis Valley Greenwalk will also be of a wider public benefit.

It is acknowledged that the re-planting of semi-mature trees will not be possible in the same location that they have been felled given that these areas will predominantly form private rear gardens. However, the planting along streets and in open spaces will ensure that they are of public benefit contributing to the amenity of the public realm and the overall character and appearance of the development. On balance, it is therefore considered that the wider benefits, including the creation of high quality new open spaces, of the proposals would outweigh the loss of existing mature trees on the site.

As stated there is an outstanding request with the Council to place a TPO on trees on the existing playing field land of the Barnet Hill School. The tree survey submitted with the application identifies of the 200 trees surveyed (both on-site and in the immediately adjoining land) that this group of 42 trees to consist of '*semi-mature-mature trees...(that) has the potential for further growth and has a long remaining life expectancy*'. The Council's tree officer has also highlighted that whilst not all trees in the group are of the best specimens, that jointly they have a collective public amenity value as viewed from within the Estate and from the rear of properties on Eastham Close. Although their visibility beyond these areas is limited given the topography of the site.

In addition to the trees on the former school site, the survey identifies an additional 20 individual trees across the site that are of 'B' grade quality and as such of sufficient quality to warrant inclusion within a TPO. These are recognised as being of reasonable condition and capable of contributing to public amenity for a number of years.

Of these 20 trees, 4 are outside of the site boundary and are shown for retention on the plan titled *Masterplan – Existing and Proposed Tree Planting* (drawing no. 2346_A_151). Whilst these 'B' category trees are outside of the site boundary, their root protection areas and/ or branches do extend into the development site and as such several condition are recommended by the Council's tree officer to ensure that any impacts from development processes are minimised.

Of the remaining 16 individually identified 'B' category trees, 3 are shown for retention with the other 13 for removal. One of these retained trees would be sited on the new West Entrance Square (within phase 2) and given the relationship of this space with the siting of the new central access, it is likely to have enhanced visibility in the public realm contributing to the visual amenity of the locality.

The remaining 2 category B trees shown for retention are sited along the eastern boundary of the site and would be within phases 2 and 3 of the proposed redevelopment and are likely to fall within the rear gardens of new dwellings.

In order to safeguard the health of these retained trees during the redevelopment, the tree officer has recommended the imposition of several conditions in light of concerns that development processes during construction could potentially cause damage to these trees jeopardising their survival.

Of the 13 B category trees proposed for removal, those with the greatest visibility outside of the immediate estate are the 3 trees sited at the junction of Dollis Valley Drive and Mays Lane. Given the openness at the existing junction they currently contribute to the visual amenity of the general locality and are readily visible from Mays Lane.

The remaining B category trees to be felled are considered to have limited visibility from public areas outside of the immediate Estate with the exception of the views from the rear of properties on Mays Lane.

The special amenity value of the B category trees on the site is recognised. However, as outlined above, despite the contribution they currently make to public amenity, the wider benefits of the scheme are considered to outweigh the loss of these trees.

Given the quality of a number of trees on the site, notwithstanding the public request received, the LPA has a duty to consider whether it would be appropriate to impose TPO's on those trees of sufficient value (in this case those graded as 'B'). In this context, it is pertinent to note that the imposition of a TPO would not preclude felling of these trees. Their loss, as outlined above, is considered to be appropriate in light of the regeneration proposals and the mitigation measures secured through the s106 and conditions are relative to their value.

It is considered that the inclusion of these trees within a TPO would therefore not be required as their special amenity value has been factored into the redevelopment proposals and their loss has informed the scale and cost of the mitigation measures. As the trees are currently in council ownership, there is no immediate threat to their survival, and the s106 would secure appropriate mitigation against their loss should planning permission be granted. It would therefore not be expedient for the trees to be the subject of a TPO.

In conclusion, efforts have been made to retain trees where possible and substantial replacement planting will take place as part of the landscape strategy. On balance, the regeneration benefits arising from the development, including significantly improved quality of housing, more family houses, improved public realm and the reconnection of the site to the surrounding area, are considered to justify the loss of trees.

5.9 Community Facilities

The NPPF identifies the important role planning can take in facilitating social interaction and creating healthy, inclusive communities (paragraph 69). It advises that planning authorities should plan positively for the provision and use of shared space, community facilities and other services to enhance the sustainability of communities and residential environments and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services (paragraph 70).

London Plan policy 3.16 *Protection and enhancement of social infrastructure* requires additional and enhanced provision to meet the needs of growing and diverse populations. Loss of facilities in the absence of proposals for re-provision should be resisted.

Local Plan Core Strategy Policy C10 requires that a range of community facilities be provided for Barnet's communities and is supportive of the inclusive design of community facilities and provision of efficient and multi-purpose community hubs that can provide a range of services in a single location.

Local Plan Development Management Policy DM13 outlines the approach to loss of community and education facilities and the requirements for re-provision.

Community Centre

The estate is currently served by 3 independent community facilities comprising of:

- The BSCA facility located on Mays Lane (500sqm)
- The Valley Centre located within an existing residential block in the north west of the estate occupying retail units 37 and 38 (190sqm)
- The Rainbow Centre located in the south east corner of the estate (300sqm)

The location of the Rainbow and Valley Centres are such that they are not readily accessible outside of the estate itself reinforcing its introversion and isolation. The independent nature also contributes to inefficiencies and under used capacity as well as duplicating operating and overhead costs.

The regeneration initiative seeks to integrate Dollis Valley into the wider community physically and socially. The proposals therefore include the provision of a purpose built community centre on Mays Lane to replace the existing centres. The location of the proposed multi-purpose community hub on Mays Lane, adjacent to an existing shopping parade will ensure that it is visible and accessible to the wider neighbourhood.

The new community centre has been designed to accommodate the activities of the Rainbow and Valley Centres in a single flexible space of 300sqm. Whilst this represents a loss in floorspace of 153sqm from the existing centres an audit of the existing facilities by the applicant highlighted duplication of some services and spare capacity. Consultation with community organisations has identified the existing uses, facilities and future aspirations which has informed the design of the new facility.

Therefore the proposed consolidation of these 2 facilities into a single centre with a reduced footprint is considered sufficient to meet existing and future needs particularly as the proposed facility will be a modern purpose built and flexible multi-functional space of enhanced quality.

In order to ensure that the centre is built to a high standard and in accordance with the needs of the community the delivery of the centre will be secured through the s106 planning agreement associated with the development.

The BSCA community hall will not be re-provided on-site as part of the redevelopment of the Estate. On consultation with this group it was established that their requirement for a private members' licensed bar would be compromised by the desire to provide an integrated, multi-functional, flexible community facility. As such, the BSCA wished to remain as an independent facility rather than share community space on the site.

In this context, the BSCA have moved their operations to alternative premises within Barnet. A Certificate of Lawful Development (application reference B/00303/13) has been granted at the existing St Stephens Church Hall in Bells Hill, Barnet for use by the BSCA. Although the BSCA will no longer remain on the Dollis Valley Estate, their services would still be provided in the local area. As such, there is not considered to be a loss of community provision as a result of the relocation of the BSCA as this facility would operate at a suitable alternative location in accordance with London Plan policy 3.16 and Local Plan policy DM13.

Nursery Provision

There are currently 2 existing nursery facilities operating from the application site. The Valley Pre-school provides day care facilities for children aged 2-5 years and for up to 20 children with an associated outdoor play space. The Pine Trees Nursery has temporary occupation of part of the former Barnet Hill School premises. It caters for babies and children aged from 3 months to 5 years and has capacity for up to 56 children.

The proposals include the provision of a new nursery space for the Valley pre-school within Block 12, co-located with the proposed new community space as part of the detailed phase 1 proposals. This facility would have a floorspace of 117sqm and provide capacity for up to 25 children with an area designated for outside play. This represents an uplift of 5 places above the existing capacity of the Valley pre-school.

The Pine Trees Nursery facility will not be re-provided on site as part of the estate regeneration. With the assistance of the Borough, this nursery is currently looking for alternative premises within the local area.

The ES submitted with the application estimates that there will be an additional 14 children of pre-school age at the estate post-construction. 5 of these will be accounted for within the proposed nursery facility with an estimated 9 children needing to be accommodated at other pre-schools within the local area.

In order to accommodate for this increased demand the proposal will be subject to a Borough Community Infrastructure Levy charge (CIL). Money raised through this charge (which applies to all net additional retail and residential floorspace across the Borough) will be used to deliver enhanced infrastructure required in the borough for facilities such as additional education and early years provision. The approach to the delivery of additional facilities that would be required as a result of increased demand is outlined within the Council's Local Development Framework Document *Infrastructure Delivery Plan*.

Education Provision

The loss of the former Barnet Hill School site has been considered earlier in this report at section 5.1 which outlines that there would be no net loss of education provision as a result of the redevelopment proposals in accordance with London Plan policy 3.18 and Local Plan policies CS10 and DM13.

The ES submitted with the application makes an assessment of the child yield resulting from the development in accordance with methodology agreed with officers. The proposals are considered to result in an additional 30 children (aged 3-15) of school age (including pre-school).

LBB Education department has confirmed that as a result of the additional demand for school places (as a result of the redevelopment of the estate and projected population growth in the medium to long-term) there are several primary schools in the area that could be expanded to provide the required additional form of entry. This enhanced infrastructure would be funded through the Borough's CIL regime to be utilised as and when required in accordance with the Council's Infrastructure Delivery Plan.

Of the additional child population directly resulting from the development, 7 would be of secondary school age post construction. The nearest secondary school to the estate is The Totteridge Academy to the south where there is sufficient capacity to accommodate this need. Further to this, there are an additional 13 secondary schools within 5km of the site, 6 of which are known to have spare capacity which could accommodate the increased child population resulting from the development.

The redevelopment of the estate and associated increase in the child population and demand for school places is therefore considered to be accounted for either by existing local capacity or through planned expansions of local facilities through the Council's infrastructure delivery planning.

Retail

London Plan policy 4.8 *Supporting a successful and diverse retail sector* supports the provision of convenience retailing particularly in district, local and more local centres and requires that additional facilities are provided in under-served areas.

Local Plan Development Management Policy DM12 seeks to protect retail uses in existing local centres and parades unless there will be no significant reduction in shopping facilities as a result and that alternative facilities are similarly accessible.

There is a small existing retail provision on the site situated within the ground floor of the Homefield Block comprising of 5 units. 2 of the existing units are occupied by a newsagents and a convenience store whilst the other 3 are currently vacant. The proposals do not involve the re-provision of any retail units within the application site.

There is an existing Co-op supermarket adjoining the north-west corner of the site that fronts Mays Lane. This retail store forms part of a local shopping parade that provides a range of additional local shopping facilities. These facilities are within walking distance of the estate and are considered sufficient to meet local needs.

In addition to this local parade, the Chipping Barnet town centre is approximately 800m to the north of the site which offers a wider range of facilities accessible by walking, car or public transport.

It is considered that the loss of on-site retail facilities would not have an adverse impact on the provision of retail facilities for the local population and is therefore considered to meet the aims of regional and local policy.

Healthcare

London Plan policy 3.2 *Improving health and addressing health inequalities* promotes the reduction of health inequalities, including investment in areas of London that are deprived, run-down and not conducive to good health.

The potential impact on primary healthcare facilities (GP's and Dentist) as a result of the development has been assessed in the ES. It demonstrates that the predicted increase in population arising from the development would represent an increased demand of one fifth of a GP equating to 0.7% of existing GP provision in the area and one fifth of a dentist equating to 0.5% of existing NHS dental provision in the area.

There are currently 11 GP surgeries within 2.5km of the estate all of which are currently accepting new patients. 7 out of the 12 existing dentist practices in the same area are currently accepting new patients. It is therefore considered that the impact on health facilities in the area would be minimal.

As previously discussed the Infrastructure Delivery Plan will guide funding from the Borough's CIL charge to enhance social infrastructure capacity such as primary and secondary healthcare facilities in the Borough as a result of projected growth.

5.10 Children's Play Space

London Plan policy 3.6 states that new residential developments should include provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

Using the methodology within the Mayor's supplementary planning guidance 'Providing for Children and Young People's Play and Informal Recreation' it is envisaged that the mix of 631 houses and flats would attract approximately 459 resident children. The SPG sets a benchmark of 10sqm of usable child play space to be provided per child, with under-5 child play space provided on-site. As such, the development should make provision for 4,590sqm of play space.

The development incorporates a minimum 100sqm of formal and equipped doorstep play space within each of the proposed entrance squares for the supervised use of small children (particularly 0-5 year olds). An additional 300sqm of local and formally equipped play space would be available on The Green, at the southern end of the site. In addition, 2,890sqm of informal landscaped space is distributed across the site.

The aggregate of all communal courtyards and private residential gardens amounts to 22,840sqm of informal play space and the farthest part of the site is within a 15 minute walking distance King George Recreation ground.

As a result of the development and the increased access to and consequent use of adjoining open spaces and play facilities a package of enhancements is sought through the s106 associated with the application. These include:

- Contributions towards the re-provision of the dilapidated sports pavilion building on King George V playing fields and associated levelling and drainage improvements to the playing pitches (£800,000).
- Contributions towards local playgrounds and recreation facilities in the vicinity of the site (£300,000).

It is therefore considered that there is sufficient space within and in close proximity to the site to fulfil the Mayor's SPG benchmark requirements for access to children's play space.

5. 11 Transport and Movement

London Plan policy 2.8 *Outer London: transport* seeks to ensure that adequate transport capacity and infrastructure exists to support growth in outer London. This includes improving access and public transport links to town centres and other locations, and ensuring more active traffic management and demand management measures.

Local Plan policy CS9 *Providing safe, effective and efficient travel* requires that development is supported by appropriate transport infrastructure, including the delivery of high quality transport systems in regeneration areas. Where major developments impact on transport infrastructure, mitigation measures and S106 contributions will be required to ensure that adequate capacity and transport facilities are delivered.

Local Plan Policy DM17 *Travel impact and parking standards* sets out the requirements for developments that impact on transport or trip generation. Major developments are required to submit a full Transport Assessment and Travel Plan. DM17 also states that developments should be located and designed to make use of public transport and to improve access to existing facilities. Levels of parking are required to accord with the London Plan standards, except for residential development.

The likely impacts of the development on the transport system is outlined below, including the mitigating measures and controls that are recommended as a means of ensuring that the proposed development can be safely accommodated on the transport system with minimum impacts.

It is anticipated that a significant element of the travel demand associated with the proposed development is made up of a large proportion of existing dwellings which will be retained in a renewed form.

5. 11.1 Existing highway conditions

The Public Transport Accessibility Level (PTAL) is graded from 1 for very poor accessibility to 6 for excellent accessibility. The PTAL Score for the site varies from 3 at the entrance to the site to 1b within the rest of the site. Therefore the PTAL for the site, at an average of 2, is considered as poor.

Dollis Valley Estate

The Dollis Valley Estate is broadly bounded by Mays Lane to the north, Barnet Lane to the east, existing residential dwellings and associated access roads to the south and Leaside to the west. Both Dollis Valley Way and Dollis Valley Drive have varying carriageway widths ranging from 7 to 9 metres.

Dollis Valley Way and Dollis Valley Drive have been closed for vehicular traffic between Meadow Close and Crocus Field through the introduction of kerb build-outs and bollards as a result of motorists travelling around the site at inappropriate speeds in an anti-social manner so that the motorists could no longer complete a looped circuit of the site.

Both Dollis Valley Way and Dollis Valley Drive have traffic calming features in the form of speed cushions, 'SLOW' road markings and red textured surfacing.

The Estate currently has a single vehicular access via Dollis Valley Drive from Mays Lane. The junction is priority controlled, with ghost right turn lane on Mays Lane.

Hammond Close

Hammond Close is a cul-de-sac providing access to the former Barnet Hill JMI and Nursery School as well as providing access to residents living on Eastham Close and Hardy Close. It is not currently connected to Dollis Valley Estate.

Mays Lane

Mays Lane runs in an east/west direction parallel to the site's northern boundary. This section of road within the close proximity of the site has a 20mph speed limit that is enhanced through various traffic calming measures, including carriageway roundels; vehicle activated signs (VAS) and a width restriction.

In general, Mays Lane has a carriageway width of 9 metres and a footway width of 2 metres either side of carriageway. Approximately 370 metres west of the site along Mays Lane there is a width restriction which reduces the carriageway width to 2.1 metres calming traffic flow.

Approximately 500 metres east of the site, Mays Lane becomes Underhill and forms a signalised junction with the A1000 Barnet Hill. A1000 is a borough road that forms part of the London strategic road network (SRN).

The existing two way vehicular traffic flows on Mays Lane is approximately 1200 vehicles during the AM peak hour and approximately 1100 vehicles during the PM peak hour.

Barnet Lane

Approximately 300m to the east of the site Barnet Lane forms a junction with Mays Lane. It runs in the north/south direction. The existing two way vehicular traffic flows on Barnet Lane

is approximately 800 vehicles during the AM peak hour and approximately 550 vehicles during the PM peak hour.

5.11.2 Transport Assessment

The Transport Assessment (TA) details the transportation and highways implications of the development. It considers the accessibility of the site within the surrounding transport infrastructure for trips made by all transport modes; examines the predicted generation of trips by all modes; assesses the net effect of the development on the surrounding transport infrastructure relative to that of the existing site and details servicing and refuse collection facilities. It also assesses the possibilities of improving public transport facilities within the site's vicinity.

Internal highway layout

As set out in section 5.3 *Urban Design and Character*, the proposed redevelopment has been designed to re-integrate the site into the surrounding area and provide a permeable network of routes through the site. The proposals establish a hierarchy of roads based on a grid pattern as follows:

- Primary roads – Avenues
- Secondary Roads – Streets and Squares

The Avenues will be the principle routes through the estate in a U-shaped arrangement around the development which will be adopted by the Council. Avenues will generally be 6 metre wide with a footway width of 3.1 metres either side on most places. Localised widening will be provided in the southern section of the development to ensure the Avenues can accommodate the swept path requirements of a typical Bus on this route.

Proposed Vehicular Access Points

The following 3 vehicular access points into the development along Mays Lane will be provided:

- Dollis Valley Drive will be retained with modifications to the alignment.
- A new central access road off Mays Lane to the west of Bedford Avenue is proposed.
- Hammond Close would be extended to link with the internal highway network and proposed new Central access off Mays Lane and Rossiter Fields.
- Access to existing roads off Dollis Valley Drive as listed below are to be maintained:
 - Bryant Close
 - Crocus Field
 - Meadow Close
 - Archer Close
 - Rossiter Fields
 - Eastham Close
 - Hardy Close

A number of modifications to the public highway network will therefore be necessary to facilitate the development. These will be implemented under S278 of the Highways Act 1980.

Pedestrian Accessibility

The proposed grid pattern of streets linking areas within the development with key local destinations will maximize the permeability and interconnectivity of pedestrians links within the site and to the surrounding area.

The carriageway width and wide tree lined footways will help to reduce vehicular speeds within the Estate making the site more conducive to walking and cycling.

A Pedestrian Environment Review System (PERS) audit has been carried out in accordance with Transport for London's (TfL) request which has identified a number of off-site improvements which shall be secured under Section 278 of the Highways Act 1980 and will be implemented by the applicant.

5.11.3 Trip Generation

An assessment of residential trip generation has been carried out and is detailed in the tables below:

Trip generation for the existing 436 dwellings is as follows

Mode	AM Peak (0800-0900)			PM Peak (1730-1830)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Car Driver	41	113	154	86	61	148
Car Passenger	3	9	12	7	5	11
Bus	6	29	35	25	13	38
Rail	2	11	13	9	5	14
Underground	9	43	51	36	19	55
Taxi	1	3	3	2	1	3
Motorcycle	1	5	6	5	2	7
Cycle	1	3	3	2	1	3
Walk	5	24	29	20	11	31
Other	0	0	0	0	0	0
Total	68	239	307	193	119	312

Estimated Trip Generation for the proposed 631 dwellings is as follows

Mode	AM Peak (0800-0900)			PM Peak (1730-1830)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Car Driver	59	163	223	125	89	214
Car Passenger	5	13	17	10	7	16
Bus	9	43	51	36	19	55
Rail	3	15	19	13	7	20
Underground	12	62	74	52	28	80
Taxi	1	4	5	3	2	5
Motorcycle	2	8	9	7	3	10
Cycle	1	4	5	3	2	5
Walk	7	35	42	29	16	45
Other	0	0	0	0	0	0
Total	98	346	445	279	172	451

The following table shows the Net Trip Generation resulting from the proposed regeneration of the Estate

Mode	AM Peak (0800-0900)			PM Peak (1730-1830)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Car Driver	18	50	69	39	27	66
Car Passenger	1	4	5	3	2	5
Bus	3	13	16	11	6	17
Rail	1	5	6	4	2	6
Underground	4	19	23	16	9	25
Taxi	0	1	1	1	1	2
Motorcycle	0	2	3	2	1	3
Cycle	0	1	1	1	1	2
Walk	2	11	13	9	5	14
Other	0	0	0	0	0	0
Total	30	107	137	86	53	139

This data demonstrates that for the existing 436 dwellings on the Estate there is a total of 307 two way arrival trips during the AM Peak period (including 154 car trips) and 312 trips for the PM Peak Period (including 148 car trips).

The proposed 631 dwellings has been shown to generate a total of 445 two way arrival trips during the AM Peak period (including 223 car trips) and 451 trips for the PM Peak Period (including 214 car trips).

As a result the Net Trip Generation showed 137 new two way arrival trips during the AM Peak period (including 69 car trips) and 139 trips for the PM Peak Period (including 66 car trips).

The regeneration of the entire Estate in 2019 would therefore result in a net increase of 83 two-way vehicular movements in both AM and PM peak periods. It is considered that this increase can be sufficiently managed within existing network capacity.

A separate assessment of trips has been carried out for the non-residential nursery use on the site as detailed in the table below. This has been based on a floor area of up to 150sqm, and therefore represents a worst case scenario as the detailed proposals for the nursery (as part of phase 1) are restricted to 117sqm.

Nursery Trip Generation per 150sqm

Time Period	Arrivals	Departures	Total
AM Peak 0800-0900	8	6	14
PM Peak 1730-1830	6	11	17

The proposed community centre predominantly serves the local community and therefore it is reasonable to assume most journeys associated with this use will be accessed by foot. In addition, the nature of the land use is such that vehicle trips associated with the community centre would generally occur outside of peak hours therefore restricting the impact on the capacity of the surrounding Highway network.

5.11.4 Impact on junctions and surrounding highway network

An impact assessment of the following junctions and their capacity as a result of the development within the vicinity of the site has been carried out:

- Hammond Close/ Fitzjohn Avenue/ Mays Lane
- Dollis Valley Drive/ Mays Lane
- Proposed Central Mays Lane Access Junction

The modelling of traffic flows demonstrated that there will be no issues affecting the overall performance of the proposed site junction accesses, all expected to operate well within their designated capacity will all queues kept to a minimum. The assessment results have shown that by incorporating Hammond Close into the development proposals and construction of a new central access junction would actually improve the capacity of the existing Dollis Way Drive & Mays Lane priority junction. Therefore, the proposals are considered acceptable on highway grounds.

TfL recognise that the impact on the junctions outlined above would be within capacity. However they have raised concerns with the potential impact of the development on the existing A1000 Barnet Hill/ Underhill signal controlled junction which is currently operating at capacity.

The TA submitted by the applicant demonstrates that the development is only likely to have a marginal impact on this junction. It is considered that an additional 20 two-way vehicular trips during the AM and 24 two-way vehicular trips during the PM peaks would utilise this junction. There is currently no suitable scheme to provide small scale improvements to the capacity at this junction and given that the projected impact from the redevelopment proposals at Dollis Valley is considered to be negligible it is not considered reasonable to seek contributions towards its improvement from the development.

5.11.5 Car parking

Given that the PTAL is poor parking provision within the Borough's maximum standards are considered appropriate.

The parking standards as set out in the Development Management Policies (DMP) of the Barnet Local Plan:

- For 4 or more bedroom units - 2.0 to 1.5 parking spaces per unit
- For 2 and 3 bedroom units - 1.5 to 1.0 parking spaces per unit
- For 1 bedroom units - 1.0 to less than 1 parking space per unit

Based on the indicative accommodation schedule provided, this equates to parking provision for the proposed units ranging between 620.5 - 958 parking spaces to meet the parking standards set out in the DMP approved September 2012. This is demonstrated in the table below:

No. of units	Type	Local Plan maximum Parking Range	Local Plan Parking spaces (low end of range)	Local Plan Parking spaces (high end of range)
68	1bed	(0.0-1.0) =	0	68
280	2bed	(1.0-1.5) =	280	420
204	3bed	(1.0-1.5) =	204	306
79	4bed	(1.5-2.0) =	118.5	158
631			602.5	952

The proposed parking provision of 788 parking spaces for the development is therefore within this range and is based on the following allocation schedule:

Dollis Valley Regeneration

Number of bedrooms	4+	3	2	1	
	Allocated				Non-allocated
Number of parking spaces	2	1	1	1	approx. 11% additional spaces per phase

TfL have raised concerns with regards to the level of parking provision proposed and have requested that it be reduced to below the 1:1 ratio for 1 and 2 bedroom units and the removal of unallocated spaces from the proposals.

Given that the proposed parking provision, including the proposed 78 unallocated spaces, is in full accordance with Barnet's Local Plan parking standards a reduction in spaces is not considered appropriate in this location. These parking standards, although higher than those specified in the London Plan, were approved (September 2012) as a recognised departure to those in the London Plan given the characteristics of the borough.

Considering the site is not in a town centre, does not have a controlled parking zone and has a poor PTAL, any further reduction in parking is likely to have a detrimental impact on roads, both within the development and those in the vicinity of the site. The unallocated parking bays would help to discourage residents / visitors parking on street.

10% of the overall parking provision will be for the use of disabled drivers which is in accordance with DMP parking standards and will be secured by condition.

In addition, 20% of the total parking spaces will be equipped with Electric Vehicle Charging Points (EVCP) and 20% with passive provision for the future conversion in accordance with the London Plan requirements.

The parking provision is therefore considered acceptable given the circumstances of the site and compliance with London and Local Plan standards.

A condition has been imposed for a Car Parking Management Strategy to be submitted to ensure that the provision of spaces detailed above is in accordance with the requirements of each phase.

Cycle Parking Provision

London Plan Cycle Parking Standards specify 1 cycle parking for 1 or 2 bedroom units and 2 cycle parking spaces for 3 or more bedroom units. This equates to provision of 914 cycle parking spaces to meet the cycle parking standards. The proposed provision of 987 cycle parking spaces is therefore acceptable.

Travel Plan

Travel plans will be required to promote alternative means of travel to the site and encourage the reduction in car usage in association with the residential, community and nursery uses. This requirement forms part of the s106 obligations associated with the development.

Section 106 Transport and Highways Mitigation Measures

A package of transport improvements are planned to mitigate the transport impact of the development. These consist of:

- Provision of 3 Travel Plans with an associated monitoring contribution (£35,000)
- Travel Plan Incentives fund (£189,300)
- Pedestrian environment improvements around the site

- Feasibility study of parking controls on full occupation and association implementation (£30,000).

5.12 Energy and Sustainability

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

It requires major developments achieve a 25% reduction in carbon dioxide emissions reduction residential buildings based on 2010 Building Regulations.

Policy 5.3 goes on to set out the sustainable design and construction measures required in major developments. Policy 5.5 and 5.6 require developments to connect to decentralised energy networks where they are available.

London Plan policy 5.7 *renewable energy* seeks to increase the proportion of energy generated from renewable sources, and major developments should use on-site renewables to reduce carbon dioxide emissions where feasible

Development Management policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

The proposals incorporate passive design features and demand reduction measures to reduce the carbon dioxide emissions of the proposed development. These include the siting and orientation of the buildings in order to make best use of natural ventilation and sunlight. The majority of buildings will have a south north orientation and an aspect of south-facing roofs upon which photovoltaic panels will be placed.

In order to minimise energy use (be lean), the phase 1 proposals will include a well-insulated building fabric, high levels of air tightness. It is projected that the implementation of these measures will result in a reduction of 5,400kg per annum (3%) when measured against Part L 2010 Building Regulations emissions of 194,700kg.

There are no existing or planned district heating networks within the vicinity of the proposed development. Due to the density of the development proposals and type of dwellings that would characterise the site the installation of a site heat network is not considered appropriate and therefore combined heat and power have not been proposed.

The energy strategy submitted considers the use of renewable energy (be green) in accordance with the energy hierarchy, to be the most practical option to meet the carbon reduction target. The introduction of solar photovoltaic (PV) cells is considered to achieve an overall 33% reduction in CO₂ emissions (63,000 kg per annum) for the dwellings. The combined reductions achieved through energy efficiency measures will result in an overall 34% reduction in CO₂ emissions (68,500 kg per annum) for the phase 1 element (dwellings). This would be in accordance with Local and London Plan policy.

In order to ensure that the sufficient carbon dioxide savings are achieved for future phases of the development, a condition has been imposed requiring details of the solar panels to be submitted setting out the expected reductions that will be achieved.

5.13 Biodiversity

London Plan policy 7.19 relates to biodiversity and access to nature, and requires that proposals plan for nature from the beginning of the development process and take opportunities for positive gains for nature.

Local Plan policy DM16 *Biodiversity*, requires that development proposals should seek to retain and enhance, or create biodiversity. Proposals affecting a site of importance for nature conservation (SINC) will be expected to meet the requirements of London Plan policy 7.19E.

Dollis Valley is urban in nature with limited habitats or habitat features. These are restricted to areas of amenity grassland and trees. No statutorily designated sites were identified within 5 km of Dollis Valley, however, the nearest Local Nature Reserves (LNRs) is located 2.4 km away at Totteridge Fields. In addition, Dollis Brook SINC lies approximately 150 metres to the south of the site.

Ecological surveys have been undertaken as part of the ES. These show that there are generally limited habitats or habitat features. However, the protected species survey has identified that there are suitable features for roosting bats within the application site. Whilst evidence of roosting bats were not found on-site additional surveys are recommended to be carried out 6 months prior to demolition. If protected species are found, a license from Natural England will need to be obtained.

In light of the results of the bat survey, Natural England have raised no objections to the proposals but advises that enhancements be requested. The applicant proposes to include several design features within the development to enhance biodiversity. These include:

- Establishing green corridors through the master plan to provide green pedestrian links to the wider landscape, including the Upper Dollis Brook and green belt
- Landscape proposals based on native planted species suitable to the environment that are attractive to local wildlife and take account of short and long term management issues
- Creation of public open space, promotion of private space and rear gardens to help increase site wide biodiversity
- Incorporation of bat and bird boxes, with log and rubble piles where appropriate.

As discussed, the development will result in the loss of trees within the application site. The mitigation strategy requires the replacement of all trees lost on a two for one basis resulting in an overall increase in tree numbers, to be planted on and off site. Some of the new trees will be arranged in corridors along streets that will become foraging areas and commuter routes for the local bat population. Demolition of buildings will be undertaken outside the breeding season to ensure that the nests, eggs and young are not disturbed and the requirements of the Wildlife and Countryside Act are met.

The development proposals have had regard for the impact on the wider area's biodiversity, and have sought to improve biodiversity opportunities on site, where possible. This is considered to be in accordance with London Plan and Barnet local development plan policies.

5.14 Flood Risk

London Plan policy 5.12 *Flood management* requires that development proposals comply with policies contained within PPS25 (superseded by the NPPF).

Policy 5.13 sustainable drainage suggests that developments should utilise sustainable urban drainage systems (SUDS) and comply with the stated drainage hierarchy.

The Mayor's SPG Guidance for Sustainable Construction, as set out in London's Water Future – the Mayor's Water Strategy (October 2011) requires development to reduce the pre-development discharge rate by 50%, referred to in this guidance as the essential standard.

London Plan policy 5.15 water use and supplies states that developments should minimise the use of mains water through incorporating water saving measures to meet a target of 105 litres or less per head per day.

Policy DM04 environmental considerations requires that development to comply with the London Plan water hierarchy for run-off.

A flood risk assessment (FRA) has been submitted with the Environmental Statement. Prior to submission the scope of the FRA was agreed with the Environment Agency and Thames Water. No objection has been received from either of these statutory consultees in relation to the proposals.

The FRA has specifically considered the existing ground conditions, flood risk, the existing drainage system and the potential for the use of Sustainable Urban Drainage Systems (SUDS).

The site is located within Flood Zone 1 on the Environment Agency flood maps, indicating a 0.1% or less (1 in 100) probability of fluvial flooding in any one year. Residential development is classified as being acceptable within this zone and therefore the proposal satisfies the requirements for flood risk vulnerability and flood zone compatibility.

Consideration of ground conditions, including site investigation, identified London Clay to considerable depth and absence of groundwater. The risk of groundwater flooding is therefore considered to be low. However, as a consequence of these conditions and the underlying geology, the FRA recognises that infiltration is not possible on this development site.

Drainage system design can prevent surface water flooding that can occur when flows exceed the capacity of the local drainage networks. The natural fall of the site from north to south will convey overland flows towards the Dollis Brook away from buildings.

The FRA includes a drainage strategy for the site which includes:

- Living roofs on all apartment blocks in phases 2-5,
- Permeable paving (non-infiltration paving) incorporated into private parking areas and shared surface roads to improve the quality of run-off through filtration with the sub-base providing some attenuation.
- Over-size pipes and modular storage units
- Use of green spaces for storage of excess surface water in extreme events

The GLA recognise that infiltration is limited given groundwater conditions but have advised that a greater proportion of water should be attenuated within the site given the size of the site.

The FRA demonstrates that the proposed drainage strategy would meet the Mayor's essential standard of a 50% reduction in discharge rate and that the actual level achieved would represent a 76% reduction from pre-development run-off rates. The applicant has advised that the provision of wetlands, ponds or retention basins cannot be provided in this case and the achievement of the EA's/ Mayor's preferred standard of 100% reduction would not be viable.

Given the density of the scheme the FRA considers that additional SUDs measures would not be practical or viable.

The current attenuation measures are considered to be the maximum that can reasonably be achieved given existing ground conditions and the nature of the proposals and given the projected reduction from pre-development run-off rates the proposals in relations to SUDs are considered to be acceptable and compliant with nation, regional and local policy.

5.15 Noise

As part of the ES submitted with the application an assessment in relation to the impacts of noise has been carried out for the site. The assessment considers:

- Details the existing baseline noise levels
- Presents an assessment of the site's suitability for noise-sensitive use, i.e. residential and amenity use
- Presents an assessment of the effects of the noise and vibration sources associated with the construction and operation of the development upon existing and proposed sensitive premises
- Identifies mitigation measures that will minimise any noise or vibration effect, where appropriate
- Identifies the residual effects assuming any proposed mitigation measures are in place.

The ES identifies that the site preparation and construction phases of the development will result in potentially significant noise effects during demolition and site preparation works.

It is therefore recommended that mitigation measures to keep noise levels be are secured through appropriate Construction Management Plan condition on the development. These mitigation would be required to include best practice techniques and methods to minimise and manage noise during construction including restrictions on the house of construction works, noise and vibration monitoring, considerate routing of construction vehicles and other such measures as deemed appropriate by the LPA.

These measures are considered to successfully mitigate against this temporary impact which is not deemed to have any lasting effects.

The dominant source of noise that will affect future residents is road traffic on the existing Mays Lane, which runs along the northern boundary of the site. As some of the new properties will be positioned along this boundary, design measures have been recommended where necessary.

The ES considers that the impact of the additional road traffic movements generated by the proposed development by the completion year will result in a negligible increase in noise levels for existing residents and therefore would have no significant effect.

The Council's Environmental Health officer has reviewed the assessment information provided and is satisfied with the conclusions subject to the recommendation of several conditions to control noise arising from construction. In addition, conditions controlling noise from any external extraction or ventilation equipment associated with the community and nursery use

Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from noise.

5.16 Air Quality

An assessment of the likely associated effects of the development on existing and future air quality sensitive receptors has been carried out and is detailed within the ES.

Barnet is designated as an Air Quality Management Area due to high levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) attributable to road traffic emissions. However, this does not mean that the entire borough is at risk of having poor air quality. The areas of greatest concern are adjacent to busy roads and junctions.

In light of this, traffic-related pollutants (NO₂ and PM₁₀) were the focus of the assessment, although construction dust (during demolition, site preparation, earthworks and the transport and storage of materials) was also considered.

The likely effects on air quality are recorded to be in relation to dust and particulates arising from construction activities and emissions from construction traffic. However, the impacts are considered to be temporary and mitigation measures proposed within the ES (and secured through appropriate planning conditions in relation to construction management) would ensure that the impact would not be significant in EIA terms.

The implementation of construction traffic controls will also ensure that emissions arising from construction vehicles will not be significant.

The modelling undertaken to predict emissions related to post-construction traffic activities showed that there will be no significant residual impacts on air quality post-construction.

It is therefore concluded that the site is suitable for the proposed residential development from an air quality perspective.

6. APPRAISAL OF PHASE 1 – DETAILED ELEMENT

Proposals

The proposed detailed layout, design, scale and appearance for phase 1 have been submitted. The availability of land falling within phase 1 of the redevelopment area ensures that no existing residential occupiers are vacated until decant into the completed dwellings within that phase is possible.

The proposals for phase 1 include the only non-residential floorspace within the regeneration area, being the community centre and nursery with a combined floor area of 417sqm. They also include the creation of the new central access road from Mays Lane and alterations to Hammond Close to join the proposed internal road network.

A total of 108 dwellings are proposed within the first phase as detailed in the tables below:

Phase	Type	Beds	Number of dwellings	Sub-total
1	House	2	5 (5)	18
		3	7	
		4	6	
	Apartments	1	7	27
		2	19	
		3	0	
		4	1	
Total				45
Figures in brackets denote intermediate units				
Table 4.4: Phase 1 affordable dwelling mix				

Phase	Type	Beds	Number of dwellings	Sub-total
1	House	2	10	63
		3	39	
		4	14	
	Apartments	1	0	0
		2	0	
		3	0	
		4	0	
Total				63
Table 4.5: Phase 1 private dwelling mix				

The proposed dwelling sizes within this phase are detailed in the table below:

Bedrooms	Number of dwellings
1	7
2	34
3	46
4	21
Total	108
Table 4.6: Proposed dwelling size (number of bedrooms) phase 1	

The detailed layout and structure for Phase 1 is consistent with the indicative masterplan and the principles set out in the D&AS as outlined within the *Urban Design and Character* section of this report. A traditional pattern of streets and houses with private gardens is proposed.

2 new blocks of flats would be sited on the former BSCA site. Block 12 (4 storeys) would address the street and provide an active public realm to Mays Lane as the ground floor of the building would host the proposed community centre, the main entrance to which would be directly from Mays Lane. A second block (3 storeys) would be sited to the rear of this building separated by a car park accessed from Hammond Close.

The proposed central access road would be flanked by 2 new 3 storey dwellings providing a gateway into the new development forming part of the Mays Lane street scene adjoining existing dwellings. An additional 2 storey dwelling would be sited along the eastern side of the access road adjoining the rear garden of No. 129 Mays.

3 new 2 storey detached dwellings and a row of 2 and 3 storey terraced dwellings are proposed along the northern boundary of the site adjoining the rear gardens of existing dwellings on Mays Lane. A row of dwellings would run north to south connecting Hammond Close to Rossiter Fields along the western boundary of the site adjoining the rear gardens of dwellings on Eastham Close.

New dwellings would line the proposed east-west streets within this phase.

Scale and Design

The proposals in relation to phase 1 are considered to be of an appropriate scale and appearance in accordance with good urban design principles considered earlier in this report.

The dwellings within the site are a modern take on the traditional Arts and Crafts architectural movement. The buildings would be well articulated, attractive and of an appropriate scale in relation to the layout of the development and their setting.

Of 2 and 3 storey height, the dwellings would relate to the scale of the surrounding development. The 2 three storey dwellings adjoining either side of the central access road would mark one of the principal routes into the site providing an indication of appearance and quality of development within the new estate.

The proposed block fronting Mays Lane would be 4 storeys in height. It is acknowledged that the surrounding development is predominantly 2 storeys however, the proposed scale of the building is considered to be appropriate in this location. It would be sited in the north western corner of the site and separated from the 2 storey terrace cottages to the east by Hammond Close and as such would ease the transition in storey heights. Furthermore, the top floor of the proposed building has been recessed from the main façade thus reducing the overall height and scale as perceived from ground level.

The building given its presence in the street, further emphasised by the proposed use of materials to differentiate the top floor would be a focal point along Mays Lane akin to its function as a community hub.

Impact on residential amenities

The proposals are considered to be in accordance with Local Plan policy DM01 that seeks to protect the amenities of existing residents.

The proposed 2 storey detached dwellings sited to the rear of Mays Lane have been reduced in height from 3 to 2 storeys following objections from local residents at consultation events prior to the formal submission of the planning application.

At 2 storeys, despite being sited only 1m from the rear garden boundaries of Mays Lane properties, these dwellings are not considered to be unduly overbearing or obtrusive as perceived from these properties or their principal rear garden areas. Garden depths along Mays Lane are generous and the proposed dwellings would be sited approximately 33m away from the main rear building line of these adjoining dwellings. In addition, levels fall away from Mays Lane towards the site of these dwellings which is considered to further mitigate the visual impact as perceived from these adjoining properties.

No windows serving habitable rooms are proposed to the rear of these 2 storey dwellings above first floor level given their proximity to the northern boundary. The windows proposed are secondary windows and are shown to be fitted with obscure glass to restrict views. As such the dwellings are not considered to result in adverse levels of overlooking into the adjoining Mays Lane gardens.

The Daylight and Sunlight Assessment discussed earlier in this report found that all dwellings adjoining phase 1 of the development would retain acceptable levels of daylight and sunlight. In addition to this assessment, an impact assessment in relation to potential overshadowing of open spaces (including rear gardens) as a result of the phase 1 proposals submitted with the application concluded that all adjoining gardens would not be unduly overshadowed as a result of the development in accordance with BRE Guidance which suggests that open spaces should have more than 2 hours of sun on at least 50% of the site on 21st March.

The proposed dwellings on the newly created street AS2 would be sited to the rear of 137-155 Mays Lane. These dwellings would be 2 and 3 storeys and separated from the rear garden boundaries by 7-8m (at first floor level). Given the generous garden depths of the Mays Lane dwellings, there would be a distance of 40-41m from the main rear wall of the proposed dwellings to those of Mays Lane.

These proposed dwellings are not considered to cause a significant loss of privacy to the rear gardens of adjoining properties on Mays Lane from the first floor windows. Whilst the first floor windows of these dwellings would not comply with the recommended 10.5m privacy distance to gardens (as specified in Barnet's Residential Design Guide SPD), the depth of the gardens on Mays Lane are such that only a limited area would be in breach of this recommended distance. This is not considered to be significantly harmful to the amenities of the adjoining residents.

As stated there would be a distance of over 40m between facing habitable room windows on this northern edge of the site. This is almost double the recommended distance of 21m in Barnet's SPD and is considered acceptable. As there are balconies proposed at first floor level on the 3 storey dwellings a condition is recommended to ensure that suitable screening to these areas is provided to restrict the level of overlooking possible from these areas when used as external sitting out areas.

These proposed dwellings along the northern boundary, given their distance from Mays Lane properties, the separation distances between properties and gardens areas and the lower level of this area of the site, are not considered to be unduly obtrusive or overbearing as perceived from the adjoining properties or gardens to the north.

Block 13 would be sited to the north of existing 2 storey dwellings on Hardy Close. The building would be separated from the southern boundary of the rear gardens serving properties on Hardy Close by 6-9m and would be from 19 to 20m from the rear façades of these dwellings.

The proposed dwellings on the western boundary would be sited between 9.5-11m to the rear garden boundaries of dwellings on Eastham Close and between 19-22m to the rear facades.

Whilst this means that the windows of the proposed dwellings would be slightly closer than the recommended privacy distances within the Council's SPD, the impacts are not considered to be significant.

The proposed dwellings flanking the new central access road are considered to have an acceptable relationship with the adjoining properties and gardens. They are considered to be of a sufficient distance and of acceptable scale so as not to appear unduly overbearing or obtrusive. As balconies are proposed at second floor level to the proposed dwellings fronting Mays Lane, a condition has been imposed to ensure these are adequately screened.

Conclusion for Phase 1

Officers are satisfied that the detailed submission for Phase 1 of the Dollis Valley Regeneration would achieve the high quality residential environment and enhanced public realm as advocated within the proposed parameters and design guidance for the proposals.

7. COMMUNITY INFRASTRUCTURE LEVY

The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100sqm.

Mayoral CIL

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The proposed development is liable for charge under the Mayoral CIL. The calculation of the Mayoral CIL payment is carried out on the basis of the floor areas of the residential and commercial elements of the development. Relief from CIL for social housing floorspace would be applicable to this development. As the application is in outline form the calculation of Mayoral CIL will be carried out on a phase-by-phase basis.

Barnet CIL

Barnet Council adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development within the borough. All other uses and ancillary car parking are exempt from this charge.

The proposed development is liable for charge under the Barnet CIL. The calculation of the Barnet CIL payment will be based on the floor areas of the residential and commercial elements of the development with social housing relief applied as appropriate as phases come forward.

8. EQUALITIES AND DIVERSITY ISSUES

The Section 149 of the Equality Act 2010, which came into force on 5th April 2011 imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic includes:

- age;
- disability;
- gender reassignment;

- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have in the preparation of this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.

The proposed development would provide a regenerated neighbourhood within this part of Dollis Valley which would result in greater levels of integration with the wider community. Physical accessibility and legibility of the site would be improved for pedestrians and vehicle users in a location that has a poor accessibility rating. Alterations to the road network would also improve access to public transport facilities within the vicinity of the site.

The development includes the provision of 250 new affordable homes targeted at re-housing existing residents in an enhanced environment. Those residents not accommodated within the new development would be re-housed by the Council in alternative accommodation based on an assessment of their needs.

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. Examples of this would include all the proposed residential units being constructed to meet the relevant Lifetime Homes standards, the provision of level or appropriately sloping access within the site, and the provision of wheelchair accessible flats and the provision of disabled standard parking spaces.

All new dwellings would be built to 'Lifetime Homes' standards and there would be a 10% provision of wheelchair accessible/ adaptable units. 10% of parking spaces would be designated disabled car parking spaces.

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters, by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The design of the proposed development is such that the site would, as an area of land, become significantly more accessible to all members of the community. In this sense the development would have a positive effect in terms of equalities and diversity matters.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and support the council in meeting its statutory equality responsibilities.

9. CONCLUSIONS

The proposals involve the comprehensive redevelopment of the Dollis Valley Estate which has been identified as one of the council's Priority Housing Estates for regeneration as set out in Barnet's Local Plan Core Strategy Development Plan Document (2012). The proposed redevelopment and regeneration of Dollis Valley Estate is consistent with the

sustainability principles advocated in the National Planning Policy Framework and the London Plan (2011).

The proposals will bring forward the much needed transformation of the area and the removal of an isolated post-war housing estate. It will create a balanced, mixed and inclusive community and will significantly enhance the physical environment of the estate bringing about improvements to the quality of life for existing residents and the wider community through the provision of enhanced social and environmental infrastructure.

It is considered that the proposed development would provide new residential dwellings that show a high quality design approach, relate acceptably to their neighbouring properties, are in keeping with the character of the area, do not cause any unacceptable harm to the amenities of the neighbouring properties and would provide their future occupiers with an acceptable standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this. The scheme is proposed at an appropriate density having regard to the London Plan Density Matrix and PTAL rating for the site.

The scheme would include the provision of 250 affordable homes along with new community facilities and high quality open spaces. All new homes within the development will meet the Mayor's internal space standards, be provided with private amenity space and benefit from daylight and sunlight that accords with the BRE guidelines and good outlook.

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, provides an appropriate setting for the buildings proposed and includes the planting of new trees. The development would result in the removal of the existing trees from the site, including Category B trees for which a TPO request has been submitted to the Council. However taking into account the regeneration benefits of the scheme along with the replacement planting proposed provides adequate justification and mitigation for the loss of these trees. The development includes a replanting ration of 2:1 for every tree removed.

The proposed access arrangements and highway impact have been subject to review and assessment by the relevant statutory authorities. The resultant vehicles trips will be satisfactorily accommodated within the existing transport network. The scheme provides an appropriate level of car parking on site for the number and type of new dwellings proposed.

The scheme meets the prevailing policies regarding climate change and sustainability, achieving Code for Sustainable Homes Level 4 for the residential properties and BREEAM standards for the non-residential floorspace. The proposal provides a contribution towards renewable energy with the provision of Photovoltaic panels.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions as set out in appendix 1 of this report.

APPENDIX 1: Conditions and Informatives

The conditions to be imposed upon the grant of planning permission are as follows:

Approved Plans – Outline Permission

1. No development shall take place unless in accordance with the following Approved Drawings:

Parameter Plan – Development Zones: 2346_a_110 Rev. A

Parameter Plan – Phasing: 2346_A_111

Parameter Plan – Building Heights: 2346_A_112 Rev. A

Parameter Plan – Access and Circulation: 2346_A_113

Parameter Plan – Land Uses: 2346_A_114

Parameter Plan – Strategic Landscape: 2346_A_115

Chapter 1 of the Dollis Valley Estate Regeneration Design and Access Statement dated 04/06/2013

Chapter 5 of the Dollis Valley Estate Regeneration Design and Access Statement dated 04/06/2013

Chapter 6 of the Dollis Valley Estate Regeneration Design and Access Statement dated 04/06/2013

Chapter 7 of the Dollis Valley Estate Regeneration Design and Access Statement dated 04/06/2013

Chapter 8 of the Dollis Valley Estate Regeneration Design and Access Statement dated 04/06/2013

Reason:

For the avoidance of doubt and to ensure that the development accords with the outline planning permission.

Time Limit – Outline

2. The development to which the outline planning permission relates as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013 shall be begun either before the expiration of 5 years from the date of this grant of outline planning permission or before the expiration of two years from the date of the approval of the last reserved matter, whichever is the later.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

Timing of Submission of Reserved Matters

3. Applications for the approval of the reserved matters of scale, layout, access, appearance, landscaping and siting for phases 2 - 5 shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

Reserved Matters – compliance with approved plans

4. Reserved matters applications pursuant to this permission shall be made in accordance with the following plans and documents approved by this application:
- Dollis Valley Estate Regeneration Design and Access Statement dated 04/06/2013
 - Summary of application
 - Planning Supporting Statement
 - Environmental Statement January 2013 supported by the following documents:
 - Environmental Statement: Non-Technical Summary
 - Environmental Statement: Technical Appendix
 - Environmental Statement: Technical Appendix A EIA Screening and Scoping prepared by Terence O'Rourke Ltd
 - Environmental Statement: Technical Appendix B Air Quality Assessment – prepared by WSP
 - Environmental Statement: Technical Appendix C Cultural Heritage –prepared by Terence O'Rourke Ltd
 - Environmental Statement: Technical Appendix D Ground Conditions and the Water Environment – prepared by Brand Leonard
 - Environmental Statement: Technical Appendix E Natural Heritage –prepared by Terence O'Rourke Ltd
 - Environmental Statement: Technical Appendix F – Noise and Vibration - prepared by WSP
 - Environmental Statement Non-Technical Summary
 - Sustainability Statement
 - Energy Statement
 - Transport Statement
 - Statement of Community Involvement
 - Daylight and Sunlight Report
 - Arboricultural Report (including impact assessment and method statement)
 - Residential Travel Plan – Strategic Level
 - Floor Risk Assessment
 - Utility Services Report
 - Framework Construction Environmental Management Plan (CEMP)
 - Demolition Statement and Site Waste Management Plan
 - Construction Logistics Plan
 - Stage One Road Safety Audit

Phasing Plan

5. The development hereby approved shall be implemented in accordance with plan entitled 'Parameter Plan – Phasing' drawing no. 2346_A_111 dated 25.01.2013 or any subsequent revision of this plan which has been previously submitted to the Local Planning Authority and approved in writing and which in the reasonable opinion of the local planning authority does not create new environmental impacts which exceed the range or scale of those assessed and measured in the Environmental Statement dated January 2013 and/or which the local planning authority considers may require further or additional mitigation measures.

Reason:

To ensure that the development is carried out in appropriate phases and to allow the phasing plan to be amended to reflect changes to the phasing of the development that were not foreseen at the date when the phasing plan was approved.

Phasing and Implementation Strategy

6. No development shall take place within phases 2-5 unless and until a detailed Phasing and Implementation Strategy written substantially in accordance with Section 5.8 of the Dollis Valley Estate Design and Access Statement dated 4th June 2013 setting out the order and timing of development, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason:

To ensure that the development is carried out in an appropriate sequence in accordance with the range and scale of impacts assessed and measured in the Environmental Statement dated January 2013.

Reserved Matters to be Submitted per Phase

7. No development shall take place within each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, unless and until details of reserved matters of scale, layout, access, appearance, landscaping and siting for the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason:

In order that the Local Planning Authority is satisfied with the details of the proposed development and to ensure a satisfactory appearance to the development.

Maximum Number of Residential Units

8. The maximum number of residential units to be developed on the application site comprising the land which is subject to both the detailed and outline planning permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, shall not exceed 631.

Reason:

The development of the site is the subject of an Environmental Impact Assessment and any alteration to the layout or land use, which is not substantially in accordance with the Masterplan, may have an impact which has not been assessed by that process.

Maximum GIA

9. The maximum Gross Internal Floor Area (GIA) to be developed on the application site comprising the land which is subject to both the detailed and outline planning permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, shall not exceed 66,487 s.qm as specified on parameter plan entitled 'Development Zones' drawing 2346_A_110 Rev.A.

Reason:

The development of the site is the subject of an Environmental Impact Assessment and any alteration to the layout or land use, which is not substantially in accordance with the Masterplan, may have an impact which has not been assessed by that process.

Affordable Housing

10. The development hereby approved, both that to which the detailed permission and outline permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, shall provide for a minimum of 250 units of affordable housing or unless otherwise agreed in writing with the Local Planning Authority.

Reason:

To ensure that adequate affordable housing is provided by the development in accordance with Policy 3.12 of the London Plan and policies CS15 of the Core Strategy (Adopted) September 2012 and DM10 and Policy DM10 of Development Management Policies (Adopted) September 2012.

Lifetime Homes

11. All 631 of the new residential units (use class C3) within the development hereby approved shall be constructed to meet and achieve the 'Lifetime Homes' standard and maintained for the life of the development.

Reason:

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.

Code for Sustainable Homes Level 4

12. All 631 residential units (use class C3) within the development hereby permitted shall all be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes (or the equivalent standard in such measure of sustainability for house design which may replace that scheme). Prior to occupation of the first residential unit within each phase formal certification shall be issued confirming that not less than Code Level 4 has been achieved and this certification has been submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan.

Internal Space Standards

13. All 631 residential units (use class C3) within the development hereby permitted shall all be constructed to achieve the minimum internal space standards set out in Table 3.3 of the London Plan (2011).

Reason:

To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.5 of the London Plan (2011).

Wheelchair Homes

14. A minimum of 10% of the residential dwellings within the development hereby approved shall be built to wheelchair housing standards or easily adaptable for residents who are wheelchair users.

Reason:

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 (2011).

Total Car Parking Spaces

15. The maximum number of car parking spaces to be provided on the application site comprising the land which is subject to both the detailed and outline planning permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, shall not exceed 788.

Reason:

To ensure that the development does not over-provide car parking spaces 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.

Car Parking Spaces per Phase

16. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of the number, location and layout of car parking spaces for the relevant phase in accordance with the standards and principles set out in Section 5.13.7 of the Dollis Valley Estate Design and Access Statement dated 4th June 2013 shall be submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be provided in accordance with the approved details and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason:

To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Electric Vehicle Charging Points

17. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, full details of facilities for charging electric vehicles comprising a minimum 20% active charging points and a further 20% passive charging points to be installed in the relevant phase shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter maintained for the life of the development.

Reason:

To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

Car Parking Management Plan

18. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, a Car Parking Management Plan to serve the relevant phase shall be submitted to and approved in writing by the Local Planning Authority:
- i. location and layout of car parking spaces,
 - ii. The allocation of car parking spaces and any associated charges;
 - iii. On site parking controls;
 - iv. The enforcement of unauthorised parking; and
 - v. disabled parking spaces
 - vi. Facilities for charging electrical vehicles comprising active and passive charging points.

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The Car Parking Management Plan shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.

Reason:

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.

Cycle Parking

19. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details for the provision of cycle parking and storage facilities to serve the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the approved details and maintained for the life of the development.

Reason:

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.

Residential Travel Plan

20. Three months prior to the first occupation of residential dwellings within Phase 1 of the development hereby approved, a strategic level Residential Travel Plan that meets the most recent Transport for London criteria as detailed in the document 'Travel Planning for new development in London incorporating deliveries and servicing' shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be TRAVL and ATTrBuTE compliant. The document shall set out the development's transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non car modes such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan should include the appointment of a suitably qualified and experienced Travel Plan Champion, SMART targets and a clear action

plan for implementing the measures. The Travel Plan should be updated and resubmitted for approval 3 months prior to occupation of each phase of the development and then from first occupation of the final unit reviewed in years 1, 3, and 5 in accordance with the targets set out in the Plan.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.

Community Centre Travel Plan

21. Within 6 months of occupation of the Community Centre on the ground floor of Block 12 within Phase 1 of the development hereby permitted a local level Community Centre Travel Plan that meets the most recent Transport for London criteria as detailed in the document 'Travel Planning for new development in London incorporating deliveries and servicing' shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be ATTrBuTE compliant. The document shall set out the centre's transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non car modes such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan should include the appointment of a Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted for approval in years 1, 3, and 5 in accordance with the targets set out in the Plan.

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.

Nursery Travel Plan

22. Within 6 months of occupation of the Nursery on the ground floor of Block 12 within Phase 1 of the development hereby permitted a School Travel Plan that meets the most recent Transport for London School Travel Plan criteria as detailed in the document 'What a School Travel Plan should contain' shall be submitted to and approved in writing by the Local Planning Authority. The document shall set out the nursery's transport policy to incorporate measures to reduce trips to nursery by the private car especially by single occupancy and single passenger journeys and encourage non car modes such as walking, cycling and public transport. Details of the start and finish times for the children shall also be incorporated in order to minimise conflict on the local highway network.

The Nursery Travel Plan should include the appointment of a Nursery Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Nursery Travel Plan should be reviewed annually in accordance with the targets set out in the Plan.

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.

Refuse and Recycling Details

23. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of the following to serve the relevant phase shall be submitted to and approved in writing by the Local Planning Authority:
- i. enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable;
 - ii. a satisfactory point of collection; and
 - iii. details of any collection arrangements.

The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the development is occupied and the development shall be managed in accordance with the approved details.

Reason:

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.

Waiver of Liability and Indemnity

24. Prior to the first occupation of each phase of the development hereby approved a Waiver of Liability and Indemnity Agreement in relation to the non-adopted roads within the relevant phase shall be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.

Reason:

To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and 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.

Hours of Construction

25. No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

Demolition, Construction and Traffic Management Plan

26. No site works or works including demolition shall commence on each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013 unless and until a Demolition, Construction and Traffic Management Plan to serve the relevant phase has been submitted to and approved in writing by the Local Planning

Authority. The development shall thereafter be completed in accordance with the approved details. The Demolition, Construction and Traffic Management Plan shall include, but not be limited to, the following information:

- i. details of the routing of demolition and construction vehicles to the site and access and egress arrangements within the site;
- ii. site preparation, demolition and construction stages of the development;
- iii. details of any temporary road closures required in relation to the demolition and construction of the development;
- iv. 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;
- v. details showing how all vehicles associated with the demolition and construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- vi. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from demolition and construction works;
- vii. Measures to monitor vibration from demolition and construction activities on the site;
- viii. 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;
- ix. noise mitigation measures for all plant and processors;
- x. details of contractors compound and car parking arrangements;
- xi. Details of interim car parking management arrangements for the duration of demolition and construction stages;
- xii. Details of a community liaison contact for the duration of all works associated with the development.

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.

Resident Liaison

27. No development shall commence until a scheme for liaison with existing on site residents regarding the decanting of those residents during the construction period has been submitted to and approved by the local planning authority. The development shall be carried out in accordance with the approved scheme.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of existing residents.

Public Access During Construction

28. Public access to existing roads off Dollis Valley Drive shall be maintained during the construction period for the following roads:
- Bryant Close
 - Crocus Field
 - Meadow Close
 - Archer Close
 - Rossiter Fields
 - Eastham Close
 - Hardy Close

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.

Street Lighting

29. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of street lighting to be provided within the relevant phase shall be submitted to and agreed by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

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.

Vehicular Access Points

30. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of vehicular access points into the highway layout within the relevant phase of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved prior to the occupation of each relevant phase.

Reason:

In order that the development does not prejudice highway and pedestrian safety or the free flow of traffic in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Junction Improvement Details

31. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of the proposed works to public highway at the junctions of Mays Lane with Hammond Close, Mays Lane with Dollis Valley Way and Mays Lane with the proposed new central access road shall be

submitted to and approved by the Local Planning Authority prior to commencing any highway works associated with the relevant phase. The development shall be implemented in accordance with the details as approved prior to the occupation of each relevant phase.

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.

Pedestrian Environment Improvement Works

32. Prior to the commencement of Phase 2 of the development hereby approved, details of the highway works identified in the Pedestrian Environment Review System (PERS) audit shall be submitted to the Local Planning Authority and the improvements works shall be carried out in accordance with the details as approved.

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.

Bus Route Swept Paths

33. Prior to the commencement of Phase 2 of the development hereby approved, detailed drawings showing the swept paths for the proposed bus route through the development and the location of the proposed permanent bus stops shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

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.

Temporary Bus Route

34. Prior to the commencement of Phase 2 of the development hereby approved, details of temporary routing of the bus service through the site and the location of the temporary bus stops for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. The development shall be implemented in accordance with the details as approved.

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.

Stopping Up of Highways

35. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of any highways within the

relevant phase which require to be stopped up to facilitate the development shall be submitted to and agreed in writing with the Local Planning Authority.

Reason:

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

Materials for External Surfaces of Buildings

36. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, other than for ground works, site preparation or remediation, details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas within the relevant phase shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved and maintained 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.

Levels

37. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission for that phase have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied within the relevant phase.

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 amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

Scheme of Hard and Soft Landscaping

38. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, a detailed scheme of hard and soft landscaping to serve the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:
- the position of any existing trees and hedges to be retained or removed and the crown spread of each retained tree;
 - details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
 - existing site contours and details of any proposed alterations in existing ground

levels, and of the position of any proposed excavation within the recommended protective distance referred to in BS5837: 2012.

- details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green and brown roofs, green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities;
- means of planting, staking and tying of trees, including tree guards, and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;
- Details and specifications of all play features to be included within the landscaped areas.
- details of all proposed hard landscape works, including proposed materials, samples and details of special techniques to minimise damage to retained trees and details of techniques to be used to provide conditions appropriate for new plantings;
- timing of planting;
- details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site.

Reason:

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.

Children's Play Space

39. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of appropriate facilities for children and toddler play within the relevant phase shall be submitted to and approved in writing by the local planning authority. The play facilities shall be provided in accordance with the approved details prior to the occupation of the relevant phase.

Reason:

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.

Tree Protective Fencing

40. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, temporary fencing shall have been erected around existing trees which are to be retained within the relevant phase in accordance with details to be submitted and agreed in writing by the Local Planning Authority. These details shall include protection to any retained tree outside of the phase boundary that may be affected by construction access and associated works. The details shall conform with BS 5837:2012 Trees in Relation to Construction. This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

Services in Relation to Trees

41. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of the location, extent and depth of all excavations for drainage and other services in relation to trees within the relevant phase shall be submitted to and approved in writing by the Local Planning Authority and the development carried out in accordance with the details as approved.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

Method Statement – Trees

42. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, a method statement detailing precautions to minimise damage to trees to be retained in accordance with Section 7 of British Standard BS5837: 2005 *Trees in relation to construction - Recommendations* shall be submitted to and approved in writing by the LPA and the development shall be carried out in accordance with such approval in relation to the relevant phase.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

Landscaping – Implementation

43. All work comprised in the approved scheme of hard and soft landscaping for each phase (submitted under condition 38) shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the building or completion of the construction of the development, whichever is sooner.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

Maintenance of Street Trees

44. Prior to the occupation of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, a strategy for the maintenance of the new street trees forming part of each phase of the development shall be submitted to and approved in

writing by the Local Planning Authority. The street trees shall be maintained in accordance with the approved details.

Reason:

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.

Landscaping - Maintenance

45. Any existing tree or hedge shown to be retained within each phase or trees, hedges or shrubs to be planted as part of the approved landscaping scheme for each relevant phase (as submitted under condition 38) 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 and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

Biodiversity Enhancements

46. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details comprising a scheme of measures to enhance and promote biodiversity within the relevant phase shall be submitted the Local Planning Authority and approved in writing. The scheme submitted shall include (but not be limited to) details of biodiversity enhancement measures related specifically to bat and birds. The approved scheme of measures shall be implemented in full in accordance with the approved details before the first occupation of the relevant phase.

Reason:

To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policies 5.11 and 7.19 of the London Plan.

Detailed Surface Water Drainage Scheme

47. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, a detailed surface water drainage scheme for the relevant phase, based on the agreed Flood Risk Assessment (Countryside Properties Limited, January 2013) shall be submitted to and agreed in writing by the local planning authority. The scheme for the relevant phase shall subsequently be implemented in accordance with the approved details before the residential units in each phase are occupied. The scheme shall include a restriction in run-off and surface water storage as outlined within the Flood Risk Assessment.

Reason:

To improve and protect water quality and prevent the increased risk of flooding in line with Barnet Local Plan policies CS13 and DM04 and policies 5.3, 5.11, 5.13 and 5.14

of the London Plan. The inclusion of green roofs and dry ponds will improve habitat and amenity in line with policies CS7, DM01, DM16 of the Barnet Local Plan policy 7.19 of the London Plan.

Archaeology

48. a) Prior to the commencement of each phase of the development hereby approved, the applicant shall secure the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which shall be submitted by the applicant and approved in writing by the Local Planning Authority.
- b) No development or demolition shall take place within in each phase other than in accordance with the Written Scheme of Investigation approved under Part (A) for the relevant phase.
- c) Each phase shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A) for the relevant phase, and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason:

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

Contaminated Land – Method Statement

49. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013 other than for investigative work:
- A contaminated land desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until these details are approved in writing by the Local Planning Authority.
 - If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken;
 - refinement of the Conceptual Model; and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority prior to the commencement of the development.

If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring to be carried out shall be submitted to and approved in writing by the Local Planning Authority prior to that remediation being carried out on site.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

Contaminated Land - Remediation

50. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement for the relevant phase approved under condition 49 shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the first occupation of the dwellings within each phase.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

Ventilation and Extraction Equipment - Details Required

51. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of all extraction and ventilation equipment and any other plant to be installed within the relevant phase shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented in accordance with the approved details before the first occupation of the site.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

Noise from Site Plant

52. The level of noise emitted from any plant installed as part of the development hereby approved, including plant to serve the community café and community facilities, shall meet a Rating level of at least 5dB(A) below the background level (in accordance with BS4142), as measured from any point 1 metre outside the window of any room of any noise sensitive neighbouring residential property. If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any noise sensitive room of any neighbouring residential property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan

Sound Insulation

53. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, a scheme of the measures to be incorporated in the relevant phase to mitigate the impact of noise on the occupiers of the residential units from externally generated noise and vibration shall be submitted to the Local Planning Authority and approved in writing. The scheme of measures submitted shall ensure that the level of noise in the habitable rooms to the residential dwellings shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am. Each phase shall be implemented in full accordance with the approved scheme of noise mitigation measures in its entirety prior to the occupation of the first residential unit in each phase.

Reason:

To ensure that the amenities of the occupiers of the development are not prejudiced by noise and to accord with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

Energy and Sustainability

54. Prior to the commencement of each phase within the Outline element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, full details of the photovoltaic panels to be installed in the relevant phase and measures to achieve carbon dioxide reductions in accordance with the Energy Statement dated January 2013 for the development shall be submitted to and approved in writing by the Local Planning Authority. The photovoltaic systems detailed in the information provided shall be fully installed and operational prior to the first occupation of the building and shall thereafter be maintained in accordance with the approved details.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan.

Estate Management Plan

55. Prior to the first occupation of the development hereby permitted, an Estate Management Plan detailing how the public and communal areas of the development shall be maintained by the applicant or nominated management company, shall be submitted to and approved in writing by the local planning authority. The plan shall be implemented before the building hereby permitted is occupied and maintained thereafter.

Reason:

To ensure the satisfactory management and appearance of the development.

Conditions in respect of the detailed permission relating to Phase 1:

Approved Plans – Detailed Permission

56. The development to which the detailed planning permission relates, known as Phase 1, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013 shall be carried out in accordance with the following approved plans:

2346_A_130 Rev. C
2346_A_131 Rev. B
2346_A_132 Rev. B
2346_A_133 Rev. B
2346_A_134 Rev. B
2346_A_152 Rev. A
2346_A_135
2346_A_136 Rev. B
2346_A_137
2346_A_138 Rev. A
2346_A_139
2346_A_140
2346_A_141 Rev. A
2346_A_142 Rev. A
2807/SK/027 Rev. C
2807/ATR/007 Rev. B
2807/SK/028 Rev. B
2807/ATR/008 Rev. B
2807/SK/022 Rev. A
2346_A_200 Rev. A
2346_A_201 Rev. A
2346_A_209 Rev. A
2346_A_210
2346_A_2020 Rev. A
2346_A_203
2346_A_204
2346_A_205
2346_A_207 Rev. A
2346_A_211 Rev. A
2346_A_212 Rev. A
2346_A_213 Rev. A
2346_A_214 Rev. C
2346_A_215 Rev. D
2346_A_216 Rev. A
2346_A_217 Rev. A
2346_A_218 Rev. A

Time Limit – Detailed Element

57. The development to which the Detailed planning permission relates as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013 known as Phase 1, shall be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

Levels

58. The Detailed element of the permission hereby approved, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013 shall not commence, unless and until details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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 amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

Materials

59. Notwithstanding the details shown on the plans otherwise hereby approved, no development shall commence, other than ground works, site preparation or remediation, within the Detailed element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, unless and until details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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.

Architectural Details

60. Notwithstanding the details shown on the plans otherwise hereby approved, no development shall commence, other than ground works, site preparation or remediation, within the Detailed element of the permission as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, unless and until details of the following architectural elements shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.
- balconies and balustrades;
 - roof parapet;
 - minimum of 100mm deep reveals to windows and recessed brickwork;
 - location and design of rainwater goods.

Reason:

To ensure the delivery of high quality development and to safeguard the visual

amenities of the locality 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.

Community Centre Management Plan

61. Prior to first occupation of the Community Centre on the ground floor of Block 12 within Phase 1 of the development hereby permitted a Community Centre Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include, but not be limited to the following:
- (i) Hours of opening for the centre;
 - (ii) Pricing schedule for charging for facilities;
 - (iii) Management arrangements for the site and facilities;
 - (iv) Scale and frequency of events taking place on a weekly, monthly and annual basis and how these events will be managed;
 - (v) Code of conduct for users of the site;

The Community Centre shall thereafter operate in accordance with the approved details.

Reason:

In order to ensure that the development is accessible and available to the community and to ensure that the amenities of occupiers of neighbouring residential properties are not prejudiced.

Community Centre / Nursery

62. The Use Class D1 floorspace on the ground floor of Block 12 within Phase 1 of the development hereby approved shall only be occupied for the purposes of a community centre and nursery within Use Class D1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and for no other purpose within that class.

Reason:

To ensure the Local Planning Authority can retain control of the use of the unit within the use class specified and to ensure that use of the premises does not prejudice the amenities of the future and neighbouring residential occupiers.

Car Parking Spaces

63. Prior to the occupation of the residential units within the Detailed element of the permission hereby approved, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013 the car parking spaces shown on approved plan 2346_A_130 Rev.C shall be provided in the development and shall not be used for any purpose other than the parking and turning of vehicles in connection with the development hereby approved.

Reason:

To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with policies CS9 and DM17 of the Barnet Local Plan.

Cycle Parking Spaces

64. Prior to the occupation of the residential units within the Detailed element of the permission hereby approved, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013 suitable on-site

facilities for parking and storage of cycles as shown on approved plan 2346_A_130 Rev.C shall be provided and be permanently retained as such thereafter.

Reason:

In the interests of promoting cycling as a mode of transport in accordance with Policies CS9 and DM17 of the Barnet Local Plan and Policy 6.13 of the London Plan.

Restriction to Permitted Development Rights

65. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification), no development which would otherwise fall within Classes A, B, C, D, E and F in Part 1 of Schedule 2 to that Order shall be carried out in relation to the dwellinghouses hereby permitted without the prior written permission of the local planning authority.

Reason:

To ensure the development does not prejudice the character of the locality and the enjoyment by existing and/or neighbouring occupiers of their properties in accordance with policy DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

Hard and Soft Landscaping Scheme

66. Prior to the commencement of the Detailed element of the permission hereby approved, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, a detailed scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:

- the position of any existing trees and hedges to be retained or removed;
- details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green and brown roofs, green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities;
- means of planting, staking and tying of trees, including tree guards, and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;
- existing site contours and any proposed alterations to these such as earth mounding;
- Details and specifications of all play features to be included within the landscaped areas.
- details of all proposed hard landscape works, including proposed materials, samples and details of special techniques to minimise damage to retained trees and details of techniques to be used to provide conditions appropriate for new plantings;
- timing of planting;
- details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site.

Reason:

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.

Landscaping – Implementation

67. All work comprised in the approved scheme of hard and soft landscaping for the Detailed element of the permission (as submitted under condition 66) shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the buildings or completion of the construction of the Detailed element of the permission, whichever is sooner.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

Landscaping – Retention

68. Any existing tree or hedge shown to be retained or trees, hedges or shrubs to be planted as part of the approved landscaping scheme for the Detailed element of the permission (submitted under condition 66) 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 and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

Method Statement – Trees

69. Prior to the commencement of the Detailed element of the permission hereby approved, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, a method statement detailing precautions to minimise damage to trees to be retained in accordance with Section 7 of British Standard BS5837: 2005 *Trees in relation to construction - Recommendations* shall be submitted to and approved in writing by the LPA and the development shall be carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

Tree Protection

70. Prior to the commencement of the Detailed element of the permission hereby approved, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, temporary fencing shall be erected around existing trees which are to be retained in accordance with details to be

submitted agreed in writing by the Local Planning Authority. These details shall include protection to any retained tree outside of the site boundary that may be affected by construction access and associated works. The details shall conform with BS 5837:2005 Trees in Relation to Construction. This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

Services in Relation to Trees

71. Prior to the commencement of the Detailed element of the permission hereby approved, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, details of the location, extent and depth of all excavations for drainage and other services in relation to trees within that phase shall be submitted and approved by the Local Planning Authority and the development carried out in accordance with such approval.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

Maintenance of Street Trees

72. Prior to the occupation of the Detailed element of the permission hereby approved, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, a strategy for the maintenance of the new street trees forming part of the development shall be submitted to and approved in writing by the Local Planning Authority. The street trees shall be maintained in accordance with the approved details.

Reason:

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.

Details of PV Panels

73. Prior to the occupation of the Detailed element of the permission hereby approved, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, full details of the photovoltaic panels to be installed on the approved buildings and details of how the carbon dioxide reductions will be achieved in accordance with the Energy Statement dated January 2013 for the development shall be submitted to and approved in writing by the Local Planning Authority. The photovoltaic systems detailed in the information provided shall be fully installed and operational prior to the first occupation of the building and shall thereafter be maintained in accordance with the approved details.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan

BREAM Standard for Non Residential

74. The Use Class D1 floorspace on the ground floor of Block 12 within Phase 1 of the development hereby approved shall achieve BREEAM 'Good' level of environmental performance. Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan

INFORMATIVES

1. Reasons For Approval

In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) Order 2010, this informative summarises the local planning authority's reasons for granting planning permission for this development and the relevant development plan policies taken into account in this decision.

In summary, the Local Planning Authority considers that the proposed development should be permitted for the following reasons:

The proposals involve the comprehensive redevelopment of the Dollis Valley Estate which has been identified as one of the council's Priority Housing Estates for regeneration as set out in Barnet's Local Plan Core Strategy Development Plan Document (2012). The proposed redevelopment is consistent with the sustainability principles advocated in the National Planning Policy Framework and the London Plan (2011).

The proposals will bring forward the much needed transformation of the area and the removal of an isolated post-war housing estate. It will create a balanced, mixed and inclusive community and will significantly enhance the physical environment of the estate bringing about improvements to the quality of life for existing residents and the wider community through the provision of enhanced social and environmental infrastructure.

It is considered that the proposed development would provide new residential dwellings that show a high quality design approach, relate acceptably to their neighbouring properties, are in keeping with the character of the area, do not cause any unacceptable harm to the amenities of the neighbouring properties and would provide their future occupiers with an acceptable standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this. The scheme is proposed at an appropriate density having regard to the London Plan Density Matrix and PTAL rating for the site.

The application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new dwellings would all meet Code for Sustainable Homes Level 4.

The scheme provides an appropriate level of car parking on site for the number and type of new dwellings proposed. The scheme has been designed to provide appropriate and

safe access for all users and would not result in any significant harm to the local road network.

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, provides an appropriate setting for the buildings proposed and includes the planting of new trees. The development would result in the removal of the majority of the existing trees from the site. However key mature trees will be retained and it is considered that the replacement planting proposed provides adequate mitigation for the trees which would be lost in this instance.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal. These are appropriate contributions in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010.

The application is found to propose a positive development that would comply with the relevant policies in the development plan and provides high quality new residential dwellings. As such it is considered that there are material planning considerations which justify the grant of planning permission.

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant and agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance. In this case formal pre-application advice was sought prior to submission of the application.

A summary of the development plan (London Plan 2011, Barnet Core Strategy 2012 and Development Management Policies DPD 2012) policies relevant to this decision is set below:

London Plan (2011):

Policy	Content Summary
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.
2.6 (Outer London: vision and strategy); 2.7 (Outer London economy) and 2.8 (Outer London: transport)	Work to realise the full potential of outer London. Seek to address constraints and opportunities in the economic growth of outer London Recognise and address the orbital, radial and qualitative transport needs of outer London.
Policy 2.14 (Areas for regeneration)	Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing. The loss of housing, including affordable housing should

	be resisted in individual regeneration areas unless it is replaced by better quality accommodation, providing at least an equivalent floorspace.
Policy 2.18 (Green infrastructure: the network of open and green spaces)	Development proposals should enhance London's green infrastructure.
Policy 3.2 (Improving health and addressing health inequalities)	New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.
3.4 (Optimising housing potential)	Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.
Policy 3.5 (Quality and design of housing developments)	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.</p>
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.
3.8 (Housing choice)	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users.

<p>Policy 3.9 (Mixed and balanced communities); Policy 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes); Policy 3.13 (Affordable housing thresholds)</p>	<p>Communities mixed and balanced by tenure and household income should be promoted across London.</p> <p>The maximum reasonable amount of affordable housing should be sought for individual schemes. Negotiations should take account of a site's specific individual circumstances, including viability, the availability of subsidy, requirements and targets for affordable housing, the need to promote mixed and balanced communities and the need to encourage residential development.</p> <p>Boroughs should normally require affordable housing provision a site which has capacity to provide 10 or more homes.</p>
<p>Policy 3.16 (Protection and enhancement of social infrastructure)</p>	<p>London requires additional and enhanced social infrastructure provision to meet the needs of its population.</p>
<p>Policy 5.1 (Climate change mitigation); Policy 5.2 (Minimising carbon dioxide emissions);</p>	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>
<p>Policy 5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>
<p>Policy 5.6 (Decentralised energy in development proposals)</p>	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>
<p>Policy 5.7 (Renewable energy); Policy 5.9 (Overheating and cooling)</p>	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>

<p>Policy 5.10 (Urban greening); Policy 5.11 (Green roofs and development site environs)</p>	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>
<p>Policy 5.12 (Flood risk management); Policy 5.13 (Sustainable drainage)</p>	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p> <p>Proposals should utilise sustainable urban drainage systems unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>
<p>Policy 5.14 (Water quality and wastewater infrastructure); Policy 5.15 (Water use and supplies)</p>	<p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p>
<p>Policy 5.17 (Waste capacity)</p>	<p>Suitable waste and recycling facilities are required in all new development.</p>
<p>Policy 5.21 (Contaminated land)</p>	<p>Appropriate measures should be taken to ensure that contaminate land does not activate or spread contamination.</p>
<p>6.1 (Strategic approach); 6.3 (Assessing effects of development on transport capacity)</p>	<p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p>
<p>6.5 (Funding Crossrail and other strategically important transport infrastructure)</p>	<p>Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development.</p>
<p>6.9 (Cycling); 6.10 (Walking)</p>	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>

6.11 (Smoothing traffic flow and tackling congestion)	Take a coordinated approach to smoothing traffic flow and tackling congestion.
6.13 (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.
7.1 (Building London's neighbourhoods and communities)	In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.
7.2 (Inclusive environment)	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.
7.4 (Local character); 7.5 (Public realm); 7.6 (Architecture)	<p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.</p>
7.7 (Location and design of tall and large buildings)	Tall and large buildings should not have an unacceptably harmful impact on their surroundings.

7.8 (Heritage assets and archaeology)	<p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>
7.13 (Safety, security and resilience to emergency)	Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime and terrorism.
7.14 (Improving air quality)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. - Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. - Be at least air quality neutral and not lead to further deterioration of poor air quality. - Ensure that where provision needs to be made to reduce development emissions this is usually on site.
7.15 (Reducing noise)	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> - Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals. - Separate noise sensitive development from major noise sources wherever practical. - Promote new technologies and practices to reduce noise at source.
7.16 (Green belt)	Protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.
7.18 (Protecting local open space and addressing local deficiency)	The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate

7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> – Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. – Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. – Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan.
7.21 (Trees and woodlands)	<p>Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.</p>
8.2 (Planning obligations; 8.3 (Community Infrastructure Levy)	<p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>The supporting of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p> <p>Guidance will be prepared setting out a framework for the application of the Community Infrastructure Levy to ensure the costs incurred in providing infrastructure which supports the policies in the London Plan can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission.</p>

Barnet Local Plan Core Strategy (2012):

Policy	Content Summary
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	<p>Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.</p>
CS1 (Barnet's place shaping strategy – the three strands approach)	<p>As part of its 'Three Strands Approach' the council will:</p> <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers

	<p>sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit.</p> <ul style="list-style-type: none"> - Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms. - Protect and enhance Barnet's high quality suburbs.
CS3 (Distribution of growth in meeting housing aspirations)	<p>Outside of the areas identified specifically for growth the approach to development opportunity sites will be set within the context of the density matrix in the London Plan. This will seek to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.</p>
CS4 (Providing quality homes and housing choice in Barnet)	<p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing.
CS5 (Protecting and enhancing Barnet's character to create high quality places)	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security.
CS7 (Enhancing and protecting Barnet's open spaces)	<p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> - Meeting increased demand for access to open space and opportunities for physical activity. - Improving access to open space in areas of public open space deficiency. - Securing improvements to open spaces including provision for children's play sports facilities and better access arrangements, where opportunities arise. - Maintaining and improving greening by protecting incidental spaces, trees, hedgerows and watercourses. - Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity. - Enhancing local food production.

CS8 (Promoting a strong and prosperous Barnet)	Expect major developments to provide financial contributions and to deliver employment and training initiatives.
CS9 (Providing safe, efficient and effective travel)	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>
CS10 (Enabling inclusive and integrated community facilities and uses)	The council will ensure that community facilities are provided for Barnet's communities and expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities.
CS11 (Improving health and wellbeing in Barnet)	Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.
CS12 (Making Barnet a safer place)	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security design principles in new development. - Promote safer streets and public areas, including open spaces.
CS13 (Ensuring the efficient use of natural resources)	<p>The council will:</p> <ul style="list-style-type: none"> - Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. - Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change. - Expect development to be energy efficient and seek to minimise any wasted heat or power. - Expect developments to comply with London Plan policy 5.2. - Maximise opportunities for implementing new district wide networks supplied by decentralised energy. - Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems. - Seek to improve air and noise quality.
CS14 (Dealing with our waste)	The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.
CS15 (Delivering the Core Strategy)	The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including

	working with developers and using planning obligations (and other funding mechanism where appropriate) to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.
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Development Management Policies DPD (2012)

Policy	Content Summary
DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing tress and their root systems.</p>
DM02 (Development standards)	Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.
DM03 (Accessibility and inclusive design)	Developments should meet the highest standards of accessible and inclusive design.
DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels</p>

	<p>of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>
DM05 (Tall buildings)	Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable.
DM06 (Barnet's heritage and conservation)	<p>All development to have regard to the local historic context and protect heritage assets in line with their significance.</p> <p>Development proposals to preserve or enhance the character and appearance of conservation areas and protect archaeological remains.</p>
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>
DM10 (Affordable housing contributions)	The maximum reasonable amount of affordable housing will be required on site, subject to viability, from new sites, having regard to the target that 40% of housing provision borough wide should be affordable.
DM15 (Green belt and open spaces)	In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect the on site provision of public open space.
DM16 (Biodiversity)	The Council will seek the retention and enhancement, or the creation of biodiversity.
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive. - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe and suitable access arrangements for all road users. - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in

	<p>accordance with the following per unit maximum standards:</p> <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom). <p>- Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity.</p>
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2. Refuse collection points should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Level access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.
3. Transport for London has advised that it is important that the residents of Dollis Valley Estate continued to be served by bus route 326 throughout the construction period. The applicant is advised to engage and consult TfL on any temporary routes and diversions to ensure disruption to bus services be kept to a minimum.
4. The applicant is advised that Mays Lane Barnet is Traffic Sensitive Road; deliveries during the construction period should not take place between 7.30am-10am & 4pm-7pm Mon-Fri. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.
5. The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.

6. Contaminated Land

In complying with the contaminated land condition parts 1 and 2:

a) Reference should be made at all stages to appropriate current guidance and codes of practice at August 2012 this would include:

- 1) The Environment Agency CLR model procedures;
- 2) BS10175:2011 Investigation of potentially contaminated sites – Code of Practice;
- 3) The Environment Agency "Guiding principles for land contamination (GPLC)"; and
- 4) Guidance for the safe development of housing on land affected by contamination, Environment Agency R&D Publication 66:2008.

b) Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.

c) All raw data should be provided in a form that can be easily audited and assessed by the council (e.g. trial pit logs and complete laboratory analysis reports).

d) Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made should be included. (e.g. the reasons for the choice of sampling locations and depths).

7. Acoustic Consultant

You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The council's supplementary planning document on Sustainable Design and Construction requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 4) Department of transport: Calculation of road traffic noise (1988); 5) Department of transport: Calculation of railway noise (1995); 6) Department of transport : Railway Noise and insulation of dwellings.

8. Drainage

It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

9. Community Infrastructure Levy

The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed and is liable for a payment under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has been assessed at this time as being liable for a payment under Barnet CIL.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

If affordable housing or charitable relief applies to your development then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The Community Infrastructure Levy becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us: cil@barnet.gov.uk.

APPENDIX 2: KEY POLICY CONTEXT AND ANALYSIS

Table 1: Analysis of the proposals compliance with London Plan (July 2011) Policies

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners to enjoy a good and improving quality of life.	Compliant: The proposal is considered to constitute sustainable development.
2.6 (Outer London: vision and strategy); 2.7 (Outer London economy) and 2.8 (Outer London: transport)	<p>Work to realise the full potential of outer London.</p> <p>Seek to address constraints and opportunities in the economic growth of outer London</p> <p>Recognise and address the orbital, radial and qualitative transport needs of outer London.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of these policies and would comply with their key relevant objectives.</p> <p>These include the provision of new homes and community uses that meet development plan policy and the inclusion of measures encouraging travel by non-car modes of transport.</p> <p>The Dollis Valley estate is a local pocket of deprivation within the borough and the regeneration will improve the number, quality and range of new homes for the local community, near to where jobs are located. Redevelopment will help to improve the economic performance of the locality by creating jobs during the construction period, improving links to jobs and opening up wider opportunities for the community.</p>
Policy 2.14 (Areas for regeneration)	<p>Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing.</p> <p>The loss of housing, including affordable housing should be resisted in individual regeneration areas unless it is replaced by better quality accommodation, providing at least an equivalent floorspace.</p>	<p>Compliant: The proposal is considered to be consistent with the strategic objectives of this policy. Whilst there will be a net loss of affordable provision it is considered on balance, based on independently verified viability appraisal information that the number of affordable homes has been maximised. The quality of the new accommodation will be better than the existing and there will be an overall net increase in the number of new homes provided.</p> <p>The Borough's adopted Core Strategy identifies the Dollis Valley estate as a priority estate for integrated community and housing regeneration. The comprehensive redevelopment of the site will improve the number and quality of new houses, and improves the physical connectivity and permeability of the estate to contribute to tackling the social and physical isolation of the local community.</p>
Policy 2.18 (Green infrastructure: the network of open and green spaces)	Development proposals should enhance London's green infrastructure.	<p>Compliant: Subject to the conditions recommended the proposal would provide appropriately designed soft landscaped areas and areas of open green amenity space. It therefore accords with this policy.</p> <p>The existing estate has a series of poorly defined low quality grassed areas that offer little amenity, recreational or ecological value. Three new areas of public open space are proposed through the redevelopment of the estate, which will provide play and picnic areas in addition to community and wildlife gardens. In addition to on-site open space, enhanced linkages are proposed to the surrounding network of green spaces, including the adjacent Dollis Valley Brook corridor and green belt areas.</p>

Policy	Content Summary	Extent of compliance and comment
Policy 3.2 (Improving health and addressing health inequalities)	New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.	<p>Compliant: Subject to the conditions and obligations recommended the proposal would be designed, constructed and managed in ways that promote healthy lifestyles.</p> <p>The master plan proposes three new areas of open space for leisure and recreation and the submitted residential travel plan outlines the proposals to maximise travel by non-car modes. Improved pedestrian and cycle links are promoted throughout the estate and to neighbouring communities and green spaces. The master plan has been subject to community engagement in order to consult with different groups within the local community, and this is demonstrated within the submitted Statement of Community Involvement.</p> <p>The proposal includes the re-provision of an efficient multi-functional community hub to foster social interaction between different groups within the estate and create an inclusive community. The new location for the proposed community building on Mays Lane will assist in integrating Dollis Valley estate with the wider community and maximising social inclusion and cohesion. The design of walkways and open spaces has also had regard for minimising potential for crime and anti-social behaviour.</p>
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.	Compliant: The proposal would result in a net increase of housing from 440 to 631 units (a net increase of 191 units) that will contribute significantly towards meeting strategic housing targets for Barnet and London. The redevelopment of the estate achieves an increase in housing numbers within a density and form that is considered to be in keeping with the local character and therefore is considered to be compliant with this policy.
3.4 (Optimising housing potential)	Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.	<p>Compliant: The proposed housing is in accordance with the density range identified in the London Plan (Table 3.2) taking account of the local context and character and also accessibility to public transport.</p> <p>Development potential has been maximised at the site in order to assist with the scheme's viability, however an increase in family housing is proposed which ties more closely with current housing need, and is in keeping with the local suburban character.</p>
Policy 3.5 (Quality and design of housing developments)	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.</p>	<p>Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The master plan takes account of the site's context, including its local suburban character, and proximity of the green belt. The design and access statement submitted in support of the application outlines the design rationale for delivering a 'smart garden suburb', responding to the local vernacular for Arts and Crafts inspired suburban development.</p> <p>The master plan has sought to replace a largely flatted 1960s estate with modern, predominantly family housing at an appropriate density in keeping with the local area. The proposals are considered to respond directly to this local character, and deliver</p>

Policy	Content Summary	Extent of compliance and comment
		<p>a successful and well-considered design for the estate redevelopment.</p>
<p>Policy 3.6 (Children and young people's play and informal recreation facilities)</p>	<p>New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.</p>	<p>Compliant: The proposal provides significant areas of new space on-site for play and informal recreation. Some 26,366 m² of amenity space will be provided comprising 3,485 m² of public open space and 1,200 m² of semi-private amenity space. There is also good access to adjacent off-site play areas and parks. This is compliant with the relevant policy objectives.</p> <p>Three new areas of public open space are proposed through the redevelopment of the estate, which will provide play and picnic areas in addition to community and wildlife gardens. The master plan makes provision for doorstep playable spaces, equipped play areas and playable landscapes, in addition to private gardens / communal courtyards.</p> <p>There are numerous local parks within 2km of the site, and the estate is in close walking distance to around 21 hectares of public open space immediately to the south of the site, including the King George V Playing Fields and Wyatts Farm Open Space. The strategic needs of the area can be met in terms of access to playing fields and open space and there is no demonstrable need to replace the playing field associated with the former Barnet Hill Primary School.</p> <p>In addition to the on-site play space provision, financial contributions will be agreed with the applicant through S106 that improve and enhance the existing leisure and recreation facilities (including children's play) located immediately adjacent to the site.</p> <p>Conditions have been recommended to ensure that the space provided is implemented in a manner that meets the objectives of this policy.</p>
<p>3.8 (Housing choice)</p>	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users. 	<p>Compliant: The proposed development is considered to provide an appropriate mix of dwelling types for this estate regeneration location.</p> <p>The redevelopment of the estate takes into account the requirements of different groups and sectors of the community and will provide a wider choice of additional high-quality homes, and create an inclusive and mixed community. The new dwellings will be a mix of houses (two or three storey) and low-rise apartments and maisonettes (mainly three and four storeys, but with a limited number of 'landmark' buildings up to five storeys in height). The new dwellings will be of mixed tenure and will provide a mix of accommodation including 1, 2, 3 and 4 bedroom units.</p> <p>All of the proposed units would be built to achieve the Lifetime Homes Standard and not less than 10% of the units would be designed to be wheelchair accessible, or easily adaptable for wheelchair users.</p> <p>Conditions have been recommended to ensure that</p>

Policy	Content Summary	Extent of compliance and comment
		<p>these elements of the proposal are carried through to implementation of the development.</p>
<p>Policy 3.9 (Mixed and balanced communities); Policy 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes); Policy 3.13 (Affordable housing thresholds)</p>	<p>Communities mixed and balanced by tenure and household income should be promoted across London.</p> <p>The maximum reasonable amount of affordable housing should be sought for individual schemes. Negotiations should take account of a site's specific individual circumstances, including viability, the availability of subsidy, requirements and targets for affordable housing, the need to promote mixed and balanced communities and the need to encourage residential development.</p> <p>Boroughs should normally require affordable housing provision a site which has capacity to provide 10 or more homes.</p>	<p>Compliant: The application is accompanied by a viability assessment that demonstrates that the proposed contribution of 250 affordable dwellings (including affordable rent and shared ownership) is the maximum contribution that it is deemed viable for the development to make. The viability assessment and its conclusions have been independently verified.</p> <p>The Dollis Valley estate is within an area of high levels of affordable housing and due to viability issues, the number of existing affordable units at the site cannot be replaced like for like. The proposals can be seen to contribute to redressing the balance of the current dominance of affordable housing in the area.</p> <p>Overall, the scheme is considered to be compliant with London Plan policies in terms of maximising the amount of affordable housing provided whilst also ensuring the creation of mixed and balanced communities.</p>
<p>Policy 3.16 (Protection and enhancement of social infrastructure)</p>	<p>London requires additional and enhanced social infrastructure provision to meet the needs of its population.</p>	<p>Compliant: The proposals make provision for new community and educational facilities on site and the conditions and obligations proposed are considered to ensure that the development would provide the social infrastructure necessary for the development to be acceptable.</p> <p>Specifically, the applicant proposes to replace the existing disconnected and poor quality community spaces with one efficient multi-functional flexible community hub to foster social interaction between different groups within the estate and create an inclusive community.</p> <p>The new location for the proposed community building on Mays Lane will also assist in integrating the Dollis Valley estate with the wider community and maximising social inclusion and cohesion.</p>

Policy	Content Summary	Extent of compliance and comment
<p>Policy 5.1 (Climate change mitigation); Policy 5.2 (Minimising carbon dioxide emissions);</p>	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>	<p>Compliant: The proposal is accompanied by a energy assessment and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy.</p> <p>The energy strategy submitted with the application demonstrates how the development will achieve Code for Sustainable Homes (CSH) 2010 Level 4 which entails a 25% reduction in regulated CO₂ emissions. The strategy is based on the Mayor's energy hierarchy included in Policy 5.2. Proposed energy efficiency measures include a well-insulated building fabric, high levels of air tightness and energy efficient appliances where appropriate.</p> <p>Site constraints and low energy density preclude community infrastructure for community heating and it is accepted that there are no local district heating schemes to viably link in to. Solar thermal panels will provide the most practical option to meet the targets. Inclusion of Solar PV provision will produce a 33% overall reduction in CO₂ emission for the dwellings.</p> <p>Conditions have been recommended to ensure that these are carried through into implementation. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
<p>Policy 5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>	<p>Compliant: The proposal includes a range of measures to achieve an appropriate level in respect of sustainable design and construction, and provides an acceptable standard of environmental performance and adapt to the effects of climate change. This includes the new dwellings in phase one achieving Code for Sustainable Homes Level 4.</p> <p>The sustainability statement submitted with the application demonstrates the sustainability features of the regeneration scheme. It demonstrates how sustainable design standards have been integrated within the proposals in particular with regard to the building construction, water efficiency and use of materials.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that this is carried through to implementation.</p>
<p>Policy 5.6 (Decentralised energy in development proposals)</p>	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions and have good sustainability credentials more widely, without the inclusion of CHP (which is not proposed for use in the development).</p> <p>Site constraints and low energy density preclude community infrastructure for community heating and it is accepted that there are no local district heating schemes to viably link in to. The energy strategy submitted by the applicant has evaluated the feasibility of a CHP system within the development.</p>

Policy	Content Summary	Extent of compliance and comment
		<p>There remains the possibility of heat networks coming on line in the future. The design and energy strategies have been future proofed to ensure that they are fit for purpose and adaptable. In order to future-proof the development and enable connection to any emerging low-carbon heat source, the development will incorporate proposals to safeguard and simplify any future connection.</p> <p>The proposed energy strategy has been accepted by the GLA energy officer and conditions have been recommended to ensure that the suggested measures are adopted at implementation and as controlled the proposal is considered to be acceptable in this instance.</p>
<p>Policy 5.7 (Renewable energy); Policy 5.9 (Overheating and cooling)</p>	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions and have good sustainability credentials more widely, particularly with the inclusion of on-site renewable energy generation.</p> <p>The applicant, within the submitted energy strategy, has explored the feasibility of installing renewable energy technologies. Solar photo-voltaic (PV) cells have been found to provide the most practical option to meet the required sustainability targets. Inclusion of solar PV provision produces a 33% overall reduction in CO₂ emission for the dwellings. The energy strategy includes greater detail on the renewables strategy.</p> <p>The proposals include design measures to reduce the potential for overheating and reliance on air conditioning.</p> <p>The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p>
<p>Policy 5.10 (Urban greening); Policy 5.11 (Green roofs and development site environs)</p>	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>	<p>Compliant: The proposed development incorporates several areas of new soft landscaping on the site.</p> <p>It is proposed that the apartment buildings to be constructed in follow on phases 2-5 will incorporate green roofs as part of the sustainable urban drainage strategy.</p> <p>Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are possible.</p>
<p>Policy 5.12 (Flood risk management); Policy 5.13 (Sustainable drainage)</p>	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p> <p>Proposals should utilise sustainable urban drainage systems unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London</p>	<p>Compliant: As conditioned the proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The proposal is accompanied by a Flood Risk Assessment. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended. It demonstrates that through incorporating sustainable urban drainage systems, the proposals will not lead to an increased risk of flooding on the site, or elsewhere and will deliver a 76% reduction in surface water run-off</p>

Policy	Content Summary	Extent of compliance and comment
	Plan.	<p>rates from existing. The proposal incorporates sustainable drainage techniques that act to reduce surface water run-off rates.</p> <p>Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy.</p>
<p>Policy 5.14 (Water quality and wastewater infrastructure); Policy 5.15 (Water use and supplies)</p>	<p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p>	<p>Compliant: Thames Water has confirmed that there is adequate wastewater infrastructure to supply the development.</p> <p>The proposals will meet the mandatory standards set out in the Code for Sustainable Homes, which requires a reduction in water consumption to 105 litres/ person/ day, in accordance with London Plan policy 5.15. The target water consumption rate is approximately 40% better than the national average, and will be met through various water efficiency measures including dual flush WCs, flow regulators on taps on hand-wash basins and kitchen sinks, low fill baths, and showers with low flow rates.</p> <p>Conditions have been recommended to ensure that the proposal would minimise the use of mains water and conserve water.</p>
<p>Policy 5.17 (Waste capacity)</p>	<p>Suitable waste and recycling facilities are required in all new development.</p>	<p>Compliant: Each dwelling will have two 240 litre wheelie bins for general waste and garden waste, in addition to provisions for mixed recycling and food waste recycling. Conditions are recommended which require the provision of suitable waste and recycling facilities.</p>
<p>Policy 5.21 (Contaminated land)</p>	<p>Appropriate measures should be taken to ensure that contaminate land does not activate or spread contamination.</p>	<p>Compliant: Conditions are proposed to require the appropriate investigation and mitigation of any contamination.</p>
<p>6.1 (Strategic approach); 6.3 (Assessing effects of development on transport capacity)</p>	<p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p>	<p>Compliant: The application includes a range of measures to encourage access to the site by a range of modes of transport, including non-car modes. These measures include a residential travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport under the planning obligations and conditions recommended.</p> <p>The Transport Assessment submitted has assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. In addition, the proposals will retain and enhance the existing bus service that will circulate within the centre of the regeneration area and include the provision of three new bus stops, together with improvements to pedestrian and cycle links.</p> <p>The conditions and obligations recommended would ensure that the necessary transport related plans would be required and completed in accordance with the relevant guidance.</p>

Policy	Content Summary	Extent of compliance and comment
6.5 (Funding Crossrail and other strategically important transport infrastructure)	Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development.	Compliant: The development would be required to make a contribution under the Mayoral Community Infrastructure Levy.
6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>	<p>Compliant: Officers consider that the scheme proposes a suitable quality of pedestrian environment and the proposal would provide appropriate levels of facilities for cycles and cyclists.</p> <p>Conditions have been recommended to ensure that the objectives of these policies would be carried through to implementation.</p>
6.11 (Smoothing traffic flow and tackling congestion)	Take a coordinated approach to smoothing traffic flow and tackling congestion.	<p>Compliant: The proposal includes measures to minimise impact on traffic flow and tackle congestion.</p> <p>These include a residential travel plan. It focuses on how residents and visitors can be encouraged to use sustainable means of transport to and from the site, the development of a parking strategy that responds to the aspirational value of car ownership associated with regeneration without encouraging car use, removing barriers to the use of sustainable transport and delivery incentives to support use of alternative modes of travel. The travel plan measures would be enforceable under the planning obligations recommended.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence. It concludes that the net impact of the development proposals, and taking account of the mitigation measures proposed, the site's impact on the neighbouring highway network will be negligible.</p>
6.13 (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and officers consider provides an appropriate level of parking in the relevant regards.</p> <p>The development proposals have carefully considered the aspirational importance of car ownership, whilst at the same time maximising the use of sustainable modes of travel. The master plan provides sufficient car parking provision that does not undermine the existing or proposed public transport, walking or cycling facilities such that overall the 631 residential units will provide a total of 788 spaces. The majority of dwellings have been provided with private driveways to mitigate on-street parking. The proposals also provide on-site electrical charging points, parking for disabled persons and cycle parking deemed to be in compliance with London Plan policy standards.</p> <p>Conditions have been recommended to ensure appropriate parking facilities, including electrical charging points and parking for disabled people are implemented.</p>
7.1 (Building London's	In their neighbourhoods people should have a good quality environment in an	Compliant: The application is considered to demonstrate the influence of this policy and the

Policy	Content Summary	Extent of compliance and comment
neighbourhoods and communities)	active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.	design of this proposal accords with the objectives of this policy. The master plan proposed by the applicant reflects the character of the surrounding area, and the social and physical permeability and connectivity of the estate will be improved through the provision of an additional site access off Mays Lane. The proposals include the re-provision of a new and efficient multi-functional community hub that is intended to foster social interaction between different groups within the estate and create an inclusive community. The location for the proposed community building on Mays Lane is considered to assist in integrating the Dollis Valley estate with the wider community and maximising social inclusion and cohesion.
7.2 (Inclusive environment)	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.	Compliant: The proposal includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	Compliant: The proposal includes a number of elements to meet the requirements of this policy and the Metropolitan Police Service has confirmed that they are satisfied with the proposals. The master plan develops a well-connected, more traditional street network that designs out crime, or the fear of crime, through clear boundaries between private and public spaces and active frontages. The design of walkways and open spaces has had regard for minimising crime and anti-social behaviour. The master plan and detailed design proposals have been reviewed by Barnet Police Secure By Design officers and are deemed to be compliant with these standards
7.4 (Local character); 7.5 (Public realm); 7.6 (Architecture)	Buildings, streets and spaces should provide a high quality design response. Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces. Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.	Compliant: Officers consider that, subject to the requirements of the conditions recommended, the proposed development provides an appropriate and quality design approach to the buildings and spaces which form part of the application. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant. The applicant states that the master plan draws inspiration heavily from the predominantly low-rise residential context, and in particular London's Arts and Crafts inspired garden suburbs. The submitted design and access statement outlines the design principles of the master plan, and how it has had regard to the suburban local character, including the pattern and grain of local streets. Overall, officers accept that the master plan proposes a scale and design of development that is appropriate to its surroundings.

Policy	Content Summary	Extent of compliance and comment
7.7 (Location and design of tall and large buildings)	Tall and large buildings should not have an unacceptably harmful impact on their surroundings.	<p>Compliant: Officers consider that the principle of accommodating taller buildings (maximum of five storeys) within the regeneration area is acceptable. The proposed locations are appropriate in design terms and would not have a harmful impact on their surroundings and hence are compliant with policy objectives.</p> <p>The master plan safeguards the principle of a low-rise development of domestic scale with higher apartment blocks along the avenues. The tallest buildings proposed are the four and five storey apartment blocks located on the avenues, providing an appropriate context for the bus route. These are not considered to be unduly tall or large, or out of context with the site's surroundings.</p> <p>The design and access statement includes design guidelines that will be approved under condition. All reserved matters proposals for taller apartment buildings in future phases (phases 2-5) will be required to be in accordance with the approved design guidelines.</p>
7.8 (Heritage assets and archaeology)	<p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>English Heritage has responded that the application site lies in an area where archaeological remains may be anticipated. English Heritage has no objection to the proposals provided that conditions are imposed requiring archaeological investigation.</p> <p>Conditions have been recommended by officers to ensure that the objectives of this policy are fully complied with.</p>
7.13 (Safety, security and resilience to emergency)	Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime and terrorism.	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objections to the application.</p>
7.14 (Improving air quality)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. - Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. - Be at least air quality neutral and not lead to further deterioration of poor air quality. - Ensure that where provision needs to be made to reduce development emissions this is usually on site. 	<p>Compliant: The environmental statement considers potential impact on air quality from the proposed development. It concludes that the development would not have a significant adverse impact on air quality by means of traffic emissions or construction activity (dust).</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p>

Policy	Content Summary	Extent of compliance and comment
7.15 (Reducing noise)	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> - Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals. - Separate noise sensitive development from major noise sources wherever practical. - Promote new technologies and practices to reduce noise at source. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The environmental statement considers potential noise impact from the proposed development. Whilst it is accepted that there will be some disturbance to nearby residential receptors during construction these will be localised and temporary in nature. Best practice mitigation measures are proposed and the proposed development would not have a significant adverse impact on neighbouring occupiers and users and the amenities of future occupiers would be adequately protected as far as is practicable in this instance.</p>
7.16 (Green belt)	<p>Protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.</p>	<p>Compliant: The proposals are considered to be in accordance with green belt policy. The estate is adjacent to the Metropolitan green belt in the south and the proposals have been developed in consideration of the impact on green belt openness. The redevelopment of the existing estate blocks and redevelopment with new high quality designed buildings has potential to enhance views of the area from the green belt.</p>
7.18 (Protecting local open space and addressing local deficiency)	<p>The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate</p>	<p>Compliant: Officers consider that the proposed development is fully compliant with these policy objectives.</p> <p>There are numerous local parks within 2km of the site, and the estate is in close walking distance to around 21 hectares of public open space immediately to the south of the site. The estate is not within an area of open space deficiency as identified within the Barnet Open Space, Sports and Recreational Facilities Assessment, 2009. Three new areas of public open space are proposed through the redevelopment of the estate, which will provide play and picnic areas in addition to community and wildlife gardens. The proposals will improve the quality of open space provision at the site, and improve links to existing off-site facilities.</p>
7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. - Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. - Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan. 	<p>Compliant: Natural England has not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p> <p>Given the urban nature of the site, the estate possesses limited ecological habitats or habitat features. These are restricted to a number of small areas of amenity grassland and scattered trees. Officers accept that the development proposals have had regard for the impact on the wider area's biodiversity, and have sought to improve biodiversity opportunities on site, where possible. Additional trees are proposed on and off-site, as well as improved landscaping and new areas of open space.</p> <p>Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>

Policy	Content Summary	Extent of compliance and comment
7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. The proposal would result in the removal of trees, some of which are recognised as being of good quality, but adequate replacement planting has been proposed.</p> <p>The existing trees on site are of variable quality with no category A trees. Existing trees are to be retained where possible, and the tree replacement strategy will reinforce the street hierarchy and provide continuity of character. In order to accommodate the regeneration of the estate and to optimise the development potential and density of the site, the removal of 193 trees on site is necessary. In mitigation, a significant number of new trees will be planted. There will be an overall replacement of two new trees for every one tree removed, both on and off-site providing a combined replacement of 386 new trees.</p> <p>Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
8.2 (Planning obligations; 8.3 (Community Infrastructure Levy)	<p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>The supporting of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p> <p>Guidance will be prepared setting out a framework for the application of the Community Infrastructure Levy to ensure the costs incurred in providing infrastructure which supports the policies in the London Plan can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission.</p>	<p>Compliant: A comprehensive set of planning obligations will be required before planning permission can be granted.</p> <p>Heads of Terms are attached to this committee report. It is considered that the package of planning obligations and conditions recommended would mitigate the potential adverse impacts of the development and also ensures that the infrastructure necessary to support and planning benefits of the scheme are delivered.</p> <p>The application will also necessitate a contribution under the Mayoral Community Infrastructure Levy.</p>

Table 3: Analysis of the proposals compliance with Barnet's Local Plan Policies (September 2012)

Policy	Content Summary	Extent of Compliance and Comment
Core Strategy		

<p>CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)</p>	<p>Take a positive approach to proposals which reflects the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.</p>	<p>Compliant: the proposal is considered to constitute a sustainable form of development which complies with the relevant policies in the Local Plan. It has therefore been recommended for approval.</p>
<p>CS1 (Barnet's place shaping strategy – the three strands approach)</p>	<p>As part of its 'Three Strands Approach' the council will:</p> <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit. - Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms. - Protect and enhance Barnet's high quality suburbs. 	<p>Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.</p> <p>The Dollis Valley estate is identified on the Core Strategy key diagram as a priority estate where regeneration involving housing and economic growth will be expected, in line with the policy's place shaping strategy. The master plan strategy is based on the idea of being connected physically, socially and environmentally to the wider Underhill neighbourhood.</p> <p>The location is considered to be appropriate for a development of the form and nature proposed. The design of the scheme is of a quality that achieves the objective of protecting and enhancing the high quality suburbs surrounding the site.</p> <p>Recommendations include planning obligations to secure the achievement of appropriate contributions to the provision of local infrastructure. This excludes those contributions to wider strategic infrastructure items, such as primary and secondary education education, that will be covered under the Borough's own CIL system at the point that this formally comes into effect.</p>
<p>CS3 (Distribution of growth in meeting housing aspirations)</p>	<p>Outside of the areas identified specifically for growth the approach to development opportunity sites will be set within the context of the density matrix in the London Plan. This will seek to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.</p>	<p>Compliant: Compliant: The proposed housing is in accordance with the density range identified in the London Plan (Table 3.2) and is considered to be in full accordance with the objectives of policy CS3.</p> <p>Development potential has been maximised at the site in order to assist with the scheme's viability, however an increase in family housing is proposed which ties more closely with current housing need, and is in keeping with the local suburban character.</p> <p>The Dollis Valley estate is identified within policy as a priority estate where regeneration will be expected to provide a greater range and variety of accommodation in order to meet the Decent Homes standard. The proposals are considered to be in full accordance with policy CS3 in terms of the location of housing growth and the quantum of additional housing that is expected to be delivered by 2020/21.</p> <p>The construction of up to 631 new dwellings will result in a net increase in housing stock at Dollis Valley of 191 (a marginal increase on the 180 anticipated through Core Strategy policy CS3). The 440 existing poor quality dwellings will be demolished and replaced ensuring that replacement units are provided to a higher quality design and</p>

		specification.
CS4 (Providing quality homes and housing choice in Barnet)	<p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing. 	<p>Compliant: The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.</p> <p>The proposed redevelopment of the estate takes into account the requirements of different groups and sectors of the community and will provide a wider choice of additional high-quality homes, and create an inclusive and mixed community. The new dwellings will be a mix of houses (two or three storey) and low-rise apartments and maisonettes (mainly three and four storeys, but with a limited number of 'landmark' buildings up to five storeys in height). The new dwellings will be of mixed tenure and will provide a mix of accommodation including 1, 2, 3 and 4 bedroom units.</p> <p>The proposal provides an appropriate mix of dwelling types and sizes and includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. This includes all the dwellings proposed being constructed to achieve the relevant Lifetime Homes standards.</p> <p>The application is accompanied by an assessment that demonstrates that the proposed contribution of 250 affordable dwellings (including both affordable rent and shared ownership) is the maximum contribution that it is deemed viable for the development to make. The assessment and its conclusions have been independently verified and officers accept its conclusions.</p>
CS5 (Protecting and enhancing Barnet's character to create high quality places)	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security. 	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The master plan accords with the standards included within By Design, Secured by Design, Safer Places, Inclusive Design, Lifetime Homes and Building for Life. The regeneration takes into account the site's context, including its local suburban character, and the proximity of the green belt. The design and access statement outlines the design rationale for delivering a 'smart garden suburb', responding to the local vernacular for Arts and Crafts inspired suburban development.</p> <p>The master plan has sought to replace a largely flatted 1960s estate with modern, predominantly family housing at an appropriate density in keeping with the local area. The new proposals are considered to respond directly to this local character, and deliver a successful and well-considered design for the estate redevelopment.</p> <p>Officers are satisfied that the design approach proposed takes suitable account of its context, the character of the area, the developments relationship with neighbouring buildings and spaces and provides a scheme of an appropriate design quality. The new dwellings proposed would all be of a sufficiently high quality internally, externally and in relation to their immediate context and the wider</p>

		environment.
CS7 (Enhancing and protecting Barnet's open spaces)	<p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> - Meeting increased demand for access to open space and opportunities for physical activity. - Improving access to open space in areas of public open space deficiency. - Securing improvements to open spaces including provision for children's play sports facilities and better access arrangements, where opportunities arise. - Maintaining and improving greening by protecting incidental spaces, trees, hedgerows and watercourses. - Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity. - Enhancing local food production. 	<p>Compliant: The proposal provides sufficient quantities of green open space, including private rear gardens for each of the houses proposed, new communal area of amenity space and other soft landscaped areas.</p> <p>As far as is reasonable conditions have been recommended to ensure that the green spaces provided are implemented in a manner which meets the objectives of this policy.</p> <p>There are numerous local parks within 2km of the site, and the estate is in close walking distance to around 21 hectares of public open space immediately to the south of the site. The estate is not within an area of open space deficiency as identified within the Barnet Open Space, Sports and Recreational Facilities Assessment, 2009.</p> <p>The existing estate has a series of poorly defined low quality grassed areas offering little amenity, recreational or ecological value. Three new areas of public open space are proposed through the redevelopment of the estate, which will provide play and picnic areas in addition to community and wildlife gardens. The proposals will improve the quality of open space provision at the site, and improve links to existing off-site facilities.</p> <p>The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.</p>
CS8 (Promoting a strong and prosperous Barnet)	<p>Expect major developments to provide financial contributions and to deliver employment and training initiatives.</p>	<p>Compliant: The heads of terms recommended include a requirement for the applicant to make contributions to skills, enterprise, employment and training initiatives and this policy requirement can be fully satisfied.</p> <p>Measures include a skills audit, apprenticeships, employment and training strategy and employment and training contributions.</p>
CS9 (Providing safe, efficient and effective travel)	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this police and compliance with its key objectives. Where appropriate conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence. It concludes that the net impact of the development proposals, and taking account of the mitigation measures proposed, the site's impact on the neighbouring highway network will be negligible. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>A residential Travel Plan has been submitted with the application that focuses primarily on how residents and visitors to the site can be encouraged</p>

		<p>to use sustainable means of transport to and from the site. To achieve this, the plan has outlined a series of measures which will be implemented, all of which are aimed at developing a master plan for the scheme which elevates the position of walking and cycling and increases the permeability of the area, making links more plentiful and direct than before.</p> <p>Controls have been recommended to ensure that the use of a range of modes of transport is encouraged. These include a residential travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport (under the planning obligations and conditions recommended).</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for electric vehicles, pedestrians, cycles and cyclists.</p>
<p>CS10 (Enabling inclusive and integrated community facilities and uses)</p>	<p>The council will ensure that community facilities are provided for Barnet's communities and expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities.</p>	<p>Compliant: The recommendations made include planning obligations to secure the achievement of appropriate contributions to the provision of local infrastructure.</p> <p>The applicant has demonstrated that master plan has undergone significant community engagement in order to consult with different groups within the local community. This is detailed within the Statement of Community Involvement submitted with the application.</p> <p>The proposals involve the re-provision of an efficient flexible multi-functional community hub to foster social interaction between different groups within the estate and create an inclusive community. The new location for the proposed community building on Mays Lane will assist in integrating Dollis Valley estate with the wider community and maximising social inclusion and cohesion. This is in addition to new play and recreation facilities, open spaces and cycle and pedestrian facilities.</p> <p>This excludes those contributions to wider strategic infrastructure items, such as primary and secondary education, that will be covered under the Borough's own CIL system at the point that this formally comes into effect.</p>
<p>CS11 (Improving health and wellbeing in Barnet)</p>	<p>Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.</p>	<p>Compliant: The design of the development has been influenced by the desire to create a healthy residential environment. The proposal is found to be compliant with the objectives of this policy</p> <p>The proposals will result in the demolition of the existing poor quality concrete flatted blocks and re-provision of a new built form comprising houses and apartments with access to more private amenity space and good quality, safe and useable public open spaces. The improvements proposed through the quality of building design and construction and the environment and public realm will make a significant contribution towards improving health and well being, together with the provision of purpose built modern community centre and nursery school.</p>

		Provision of new opens space and play areas combined with enhanced linkages for pedestrians and cyclists to surrounding recreational facilities and the Dollis Brook walk will also provide opportunities for higher levels of physical activity in accordance with policy requirements.
CS12 (Making Barnet a safer place)	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security design principles in new development. - Promote safer streets and public areas, including open spaces. 	<p>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and be compliant with the key elements of this policy.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals.</p>
CS13 (Ensuring the efficient use of natural resources)	<p>The council will:</p> <ul style="list-style-type: none"> - Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. - Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change. - Expect development to be energy efficient and seek to minimise any wasted heat or power. - Expect developments to comply with London Plan policy 5.2. - Maximise opportunities for implementing new district wide networks supplied by decentralised energy. - Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems. - Seek to improve air and noise quality. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The applicant has submitted sustainability and energy statements with the application. These explain the proposed sustainability features. The proposal includes a range of measures designed to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy.</p> <p>The energy statement demonstrates how the development would achieve acceptable reductions in carbon dioxide emissions and has good sustainability credentials more widely, without the inclusion of CHP (which is not proposed for use in the development) but including the use of PV panels as a source of low carbon renewable energy.</p> <p>All phase one dwellings are designed to reduce emissions by 25% below minimum mandatory requirements with high insulation to reduce energy costs. Water conservation measures will be applied to all dwellings with sustainable drainage applied to manage surface water.</p> <p>Other measures include the use of recycled and sustainable manufactured construction materials for main building elements (sourced locally where possible), efficient use of construction materials to minimise waste arisings and provision of waste recycling facilities to encourage recycling of municipal wastes and landscaping to integrate development with local ecological features and provide new habitats for wildlife.</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses the impact of the local noise environment on the development. The amenities of future occupiers would be adequately protected as far as is practicable in this regard.</p> <p>The proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p>

		<p>The proposal is accompanied by a Flood Risk Assessment. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended. Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy. Thames Water has confirmed that there is adequate waste water infrastructure to accommodate the development. The scheme would minimise the use of mains water and conserve water.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way that achieves the objectives of this policy.</p>
CS14 (Dealing with our waste)	The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.	<p>Compliant: It is considered that this development demonstrates the influence of this policy and subject to the conditions recommended would achieve the requirements of this policy.</p> <p>A framework waste management strategy has been prepared which sets out procedures to reduce waste arising from construction, and improve waste management.</p>
CS15 (Delivering the Core Strategy)	The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations (and other funding mechanism where appropriate) to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.	<p>Compliant: The recommendations made include planning obligations to secure the achievement of appropriate contributions to secure the achievement of appropriate contributions to the provision of local infrastructure.</p> <p>This excludes those contributions to wider strategic infrastructure items, such as primary and secondary education, that will be covered under the Borough's own CIL system at the point that this formally comes into effect.</p>

Development Management Policies

DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear</p>	<p>Compliant: The application demonstrates the influence of this policy and compliance with its key objectives. Where appropriate conditions have been recommended to ensure that the development implemented will achieve the objectives of the policy.</p> <p>The master plan draws inspiration heavily from the predominantly low-rise residential context, and in particular London's Arts and Crafts inspired garden suburbs.</p> <p>The design and access statement outlines the design principles of the master plan, and how it has had regard to Barnet's suburban local character, including the pattern and grain of local streets. The</p>
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	<p>of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing trees and their root systems.</p>	<p>design approach proposed takes suitable account of its context, the character of the area, the developments relationships with neighbouring buildings and spaces.</p> <p>Officers consider that the master plan proposes a scale and design of development that is appropriate to its surroundings. The scheme is also considered to be of a sufficiently high quality design internally, externally and in relation to its context and wider environment.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment. Conditions have been recommended to ensure that appropriate street lighting implemented as part of the scheme.</p> <p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new outdoor amenity space.</p> <p>Natural England has not raised any objections to the proposal and the application includes measures to make a positive contribution to biodiversity. The proposal would result in the removal of trees, but adequate landscaping including replacement tree planting is proposed to mitigate the loss of trees.</p>
<p>DM02 (Development standards)</p>	<p>Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.</p>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and meets relevant standards.</p> <p>Phase one of the development will achieve Code for Sustainable Homes (CSH) Level 4 for the residential units. The successive phases will achieve an equivalent rating or will exceed the sustainability rating of phase one.</p> <p>The entire development complies with Lifetime Homes, the HCA Design and Quality Standards and L&Q's design requirements, in addition to the London Plan and London Housing Design Standards.</p> <p>Policy compliant levels of outdoor amenity and play space would be provided on site and 10% of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.</p>
<p>DM03 (Accessibility and inclusive design)</p>	<p>Developments should meet the highest standards of accessible and inclusive design.</p>	<p>Compliant: The proposal includes a range of measures to ensure that the development would provide an accessible and inclusive environment for all members of the community.</p> <p>The development proposes a high quality, well designed development that seeks to improve accessibility and links to the neighbouring communities and public transport. The design and access statement outlines how the design of houses and community spaces has had regard for disabled access. The houses will be built to Code for Sustainable Homes Level 4 and Lifetime Homes standards. The community space will be built to be</p>

		<p>DDA compliant and will aim to achieve a BREEAM "Very Good" rating as well as Secure by Design principles.</p> <p>Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.</p>
<p>DM04 (Environmental considerations)</p>	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The energy strategy submitted by the applicant has evaluated the feasibility of a CHP system within the development. This confirms that there is no existing district heating network suitable for connection to the scheme, although there remains the possibility of further heat networks coming on line in the future.</p> <p>The design and energy strategies have been future proofed to ensure that they are fit for purpose and adaptable. In order to future-proof the development and enable connection to any emerging low-carbon heat source, the development will incorporate proposals to safeguard and simplify any future connection.</p> <p>An environmental statement has been submitted which demonstrates how the development has sought to mitigate any potential adverse environmental impact. This includes a number of technical reports, such as an air quality assessment, a noise assessment and a transport assessment, that demonstrate that the proposed scheme will not have a detrimental impact on the local environmental considerations. An energy statement has been submitted which demonstrates how the scheme will comply with the Mayor's energy hierarchy.</p> <p>The submitted environmental statement and technical appendices provide detailed information on contamination and ground conditions in accordance with the requirements of Policy DM04. Whilst there was some evidence of ground contamination this was limited in extent and mitigation measures are proposed to ensure that no significant residual ground conditions risk will remain. It is accepted that the development accords with Policy DM04.</p> <p>A Flood Risk Assessment accompanies the application. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended. It demonstrates that through incorporating sustainable urban drainage systems, the proposals will not lead to an increased risk of flooding on the site, or elsewhere and will deliver a 76% reduction in surface water run-off rates from existing. The proposal incorporates sustainable drainage techniques that act to reduce surface water run-off rates.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way</p>

		that achieves all of the objectives of this policy.
DM05 (Tall buildings)	Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable.	<p>Compliant: Officers consider that the principle of accommodating some taller buildings (maximum of five storeys) within the regeneration area is acceptable. The proposed locations are appropriate in design terms and would not have a harmful impact on their surroundings and are compliant with policy objectives.</p> <p>The master plan safeguards the principle of a low-rise development of domestic scale with higher apartment blocks along the avenues. The tallest buildings proposed are the four and five storey apartment blocks located on the avenues, providing an appropriate context for the bus route. These are not considered to be unduly tall or large, or out of context with the site's surrounding.</p>
DM06 (Barnet's heritage and conservation)	<p>All development to have regard to the local historic context and protect heritage assets in line with their significance.</p> <p>Development proposals to preserve or enhance the character and appearance of conservation areas and protect archaeological remains.</p>	<p>Compliant: The proposal would not have significant negative impacts on any heritage assets. The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The estate is not within a conservation area and does not include any listed buildings. The environmental statement demonstrates that the site is not a significant element of the setting of any of the conservation areas or listed buildings, and the development of the estate does not result in a change to the setting of the conservation area and constituent listed buildings.</p> <p>English Heritage has responded that the application site lies in an area where archaeological remains may be anticipated. English Heritage has no objection to the proposals provided that conditions are imposed requiring archaeological investigation. Conditions have been recommended by officers to ensure that the objectives of this policy are fully complied with.</p>
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes.</p> <p>The redevelopment of the estate takes into account the requirements of different groups and sectors of the community and will provide a wider choice of additional high-quality homes, and create an inclusive and mixed community. The new dwellings will be a mix of houses (two or three storey) and low-rise apartments and maisonettes (mainly three and four storeys, but with a limited number of 'landmark' buildings up to five storeys in height). The new dwellings will be of mixed tenure and will provide a mix of accommodation including 1, 2, 3 and 4 bedroom units.</p>
DM10 (Affordable housing contributions)	The maximum reasonable amount of affordable housing will be required on site, subject to viability, from new sites, having regard to the target that 40% of housing provision borough wide should be affordable.	<p>Compliant: The application is accompanied by an assessment that demonstrates that the proposed contribution of 250 affordable dwellings (including both affordable rent and shared ownership) is the maximum contribution that it is deemed viable for the development to make.</p> <p>The viability assessment and its conclusions have</p>

		<p>been independently verified.</p> <p>Dollis Valley estate is within an area of high levels of affordable housing and due to viability issues, the number of existing affordable units at the site cannot be replaced like for like. The proposals can be seen to contribute to redressing the balance of the current dominance of affordable housing in the area.</p>
DM15 (Green belt and open spaces)	In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect the on site provision of public open space.	<p>Compliant: The proposals are considered to be in accordance with the relevant policy objectives.</p> <p>The master plan has been considered in the context of nearby open land to the south forming part of the site's setting, which is designated as Metropolitan green belt.</p> <p>The height, scale and mass of the proposals are not considered to adversely affect the openness of views into and out of the adjacent green belt and given the generally lower building heights across the site and the higher quality design of buildings the proposals could have a beneficial visual effect on the green belt.</p> <p>The proposal provides sufficient quantities of green open space, including private rear gardens for each of the houses proposed, new communal area of amenity space and other soft landscaped areas.</p> <p>There are numerous local parks within 2km of the site, and the estate is in close walking distance to around 21 hectares of public open space immediately to the south of the site. The estate is not within an area of open space deficiency as identified within the Barnet Open Space, Sports and Recreational Facilities Assessment, 2009.</p> <p>The existing estate has a series of poorly defined low quality grassed areas offering little amenity, recreational or ecological value.</p> <p>Three new areas of public open space are proposed through the redevelopment of the estate, which will provide play and picnic areas in addition to community and wildlife gardens. The proposals will improve the quality of open space provision at the site, and improve links to existing off-site facilities.</p>
DM16 (Biodiversity)	The Council will seek the retention and enhancement, or the creation of biodiversity.	<p>Compliant: Natural England has not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p> <p>Dollis Valley is extremely urban in nature with limited habitats. An environmental statement has been submitted which demonstrates there are no protected species at the site that would be harmed by the redevelopment. The proposals include the creation of three new areas of open space, and the replacement of 193 lost trees with 386 new ones both on and off site. The design and access statement includes the landscape strategy which proposes to enhance the ecological value of the neighbourhood through this green infrastructure network of open spaces communal and private gardens linked by tree lined streets</p>

		<p>Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
<p>DM17 (Travel impact and parking standards)</p>	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive. - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe and suitable access arrangements for all road users. - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom). - Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>A transport statement and residential travel plan have been submitted which demonstrates that the residual cumulative impacts of the proposed development are minor considering the addition of new dwellings compared to those already present. Based on the net impact of the development proposals and taking into account the mitigation measures proposed it has been shown that the site's impact on the neighbouring highway network will be negligible.</p> <p>The level of proposed parking provision is considered to be appropriate for the estate based on its location to existing transport connections and relatively low average PTAL rating. A maximum of 710 allocated car parking spaces are proposed on plot, or in parking courtyards, and a further 78 unallocated spaces will provide additional capacity. This is sufficient to comply with the Local Plan parking standards.</p> <p>The development has an appropriate degree of accessibility for the level of trip generation that the proposal would result in and controls have been recommended to ensure that the use of a range of modes of transport is encouraged. These measures include a residential travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport (under the planning obligations and conditions recommended).</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for pedestrians, cycles and cyclists.</p>

Key relevant local and strategic supplementary planning documents

Local Supplementary Planning Documents and Guidance:
 Infrastructure Delivery Plan (2011)
 Residential Design Guide (2013)

Sustainable Design and Construction (2013)
Affordable Housing (February 2007)
Planning Obligations (Section 106) (April 2013)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)
Housing Supplementary Planning Guidance (November 2012)
Sustainable Design and Construction (May 2006)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
Providing for Children and Young People's Play and Informal Recreation SPG (2008)
Land for Transport Functions SPG (September 2012)
London's Foundations SPG (March 2012)

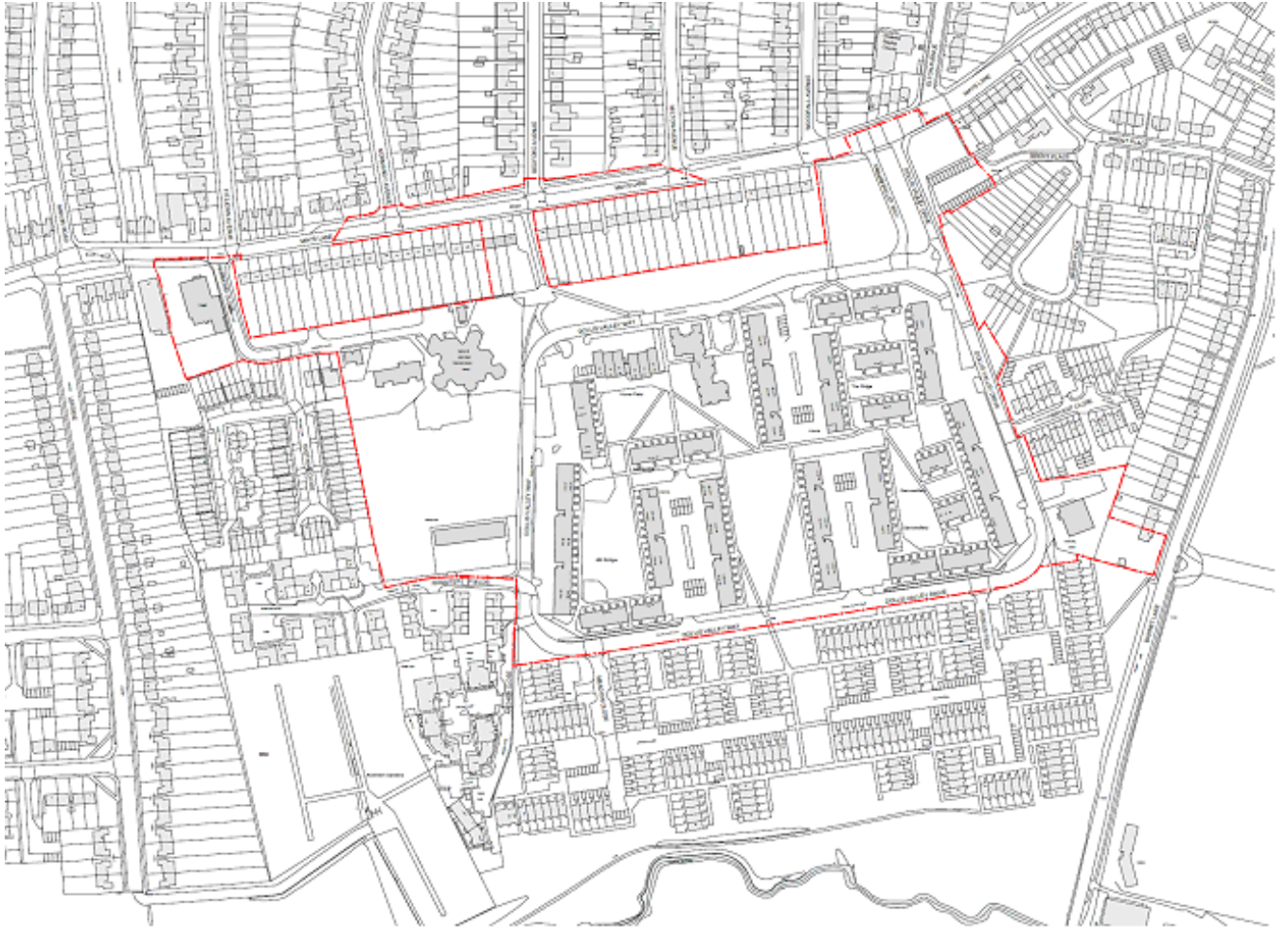
APPENDIX 3: Indicative Masterplan



SITE LOCATION PLAN:

Dollis Valley Estate, including former Barnet Hill School, Barnet South Community Association Hall and 131-135 Mays Lane, Barnet, EN5

REFERENCE: B/00354/13



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LOCATION: West Hendon ExServicemans Club, 233-243 West Hendon
Broadway, London, NW9 7DH
REFERENCE: H/01208/13 **Received:** 20 March 2013
Accepted: 23 April 2013
WARD: West Hendon **Expiry:** 18 June 2013 **AGENDA ITEM 10**

**Final
Revisions:**

APPLICANT: Elyon School

PROPOSAL: Temporary change of use of existing building including internal alterations to facilitate conversion into a boys secondary school. Provision of 8no. car parking spaces; 11no. cycle storage area and refuse and play ground area with a new fencing and access door.

APPROVE SUBJECT TO SUBJECT TO A SECTION 106 AGREEMENT

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 **Requirement to submit Travel Plan** **£5,000.00**
Requirement to submit a Travel Plan for approval by the Council prior to first occupation of the development and the obligation to provide a contribution towards the Council's costs of monitoring the implementation of a Travel Plan.

RECOMMENDATION II:

That upon completion of the agreement the Acting Assistant Director of Planning and Development Management approve the planning application reference: H/01208/13 under delegated powers subject to the following conditions: -

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 12-2510-001, 12-2510-002, 12-2510-003, 12-2510-004, 12-2510-005, 12-2510-006, 12-2510-007A, 12-2510-008A, 12-2510-009, 12-2510-010B, 12-2510-011B, 12-2510-012, Design and Access Statement.

Reason:

For the avoidance of doubt and in the interests of proper planning and so as

to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

2. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

Reason:

To safeguard the visual amenities of the building and surrounding area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

4. The use hereby permitted shall not be open before 8am or after 10pm on weekdays or before 8am or after 9pm on Saturdays or Sundays.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties.

5. Before the development hereby permitted is occupied the parking spaces/garages shown on Plan 12-2510-007A shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason:

To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with policies DM17 of the Adopted Barnet Development Management Policies DPD (2012) and 6.1, 6.2 and 6.3 of the London Plan 2011.

6. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

7. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

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

8. There shall be no more than 70 children on the school role at any time.

Reason: To safeguard neighbouring amenity and highway safety in accordance with policies DM04 and DM17 of the Adopted Barnet Development Management Policies 2012.

9. The use hereby permitted shall be for a limited period only and shall cease by 17/06/2018.

Reason: To ensure that the proposals do not prejudice road widening works associated with the West Hendon Regeneration Scheme, in accordance with policies CS1 and CS2.

INFORMATIVE(S):

1. The reasons for this grant of planning permission or other planning related decision are as follows: -

i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Core Strategy (2012) and Development Management Policies DPD (2012).

In particular the following policies are relevant:

Core Strategy (Adopted) 2012: CS5, CS10

Development Management Policies (Adopted) 2012: DM01, DM03, DM13, DM17.

ii) The proposal is acceptable for the following reason(s): - The proposed school is considered acceptable on a temporary basis given that part of the land is required for the West Hendon Regeneration Scheme. The proposals would have an acceptable impact on neighbouring amenity, and highway and pedestrian safety.

iii) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the

applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.

RECOMMENDATION III

That if an agreement has not been completed by 17/09/2013, that unless otherwise agreed in writing, the Assistant Director of Planning and Development Management should REFUSE the application H/01208/13 under delegated powers for the following reason:

In the absence of a planning obligation to monitor the proposed travel plan, the development would harm highway and pedestrian safety, contrary to policy DM17 of the Adopted Barnet Development Management Policies 2012.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The Mayor's London Plan July 2011

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

The Mayor's Housing Supplementary Planning Guidance (November 2012) provides guidance on how to implement the housing policies in the London Plan.

Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Both DPDs were adopted on 11 September 2012.

Relevant Core Strategy DPD (2012): Policies CS NPPF, CS1, CS5, CS10.

Relevant Development Management DPD (2012): Policies DM01, DM02, DM03, DM13, DM17

Supplementary Planning Documents and Guidance

The Council adopted a Supplementary Planning Document (SPD) "Sustainable Design and Construction" (June 2007), following public consultation. This SPD provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet. Part 6 of the SPD relates to generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards.

The Council has adopted two supporting planning documents to implement the Core Strategy and Development Management Policies DPDs. These are now material considerations. The Residential Design Guidance SPD (consultation draft November 2012) and Sustainable Design and Construction SPD (consultation draft November 2012) are now material considerations.

Relevant Planning History:

Site Address:	West Hendon Estate, West Hendon, London NW9
Application Number:	W13937/04
Application Type:	Outline Application
Decision:	Migrated Code
Decision Date:	02/07/2008
Appeal Decision:	No Appeal Decision Applies
Appeal Decision Date:	No Appeal Decision Date exists
Proposal:	Redevelopment of site including the demolition of all existing buildings and construction of 2171 new residential units, approximately 10,000sqm of non-residential floorspace for retail (Class A1), office (Class A2), food and drink (Class A3), business (Class B1) and social/community and leisure (Classes D1 and D2) uses and provision of associated public and private open space, landscaping, car parking, access arrangements and highway/pedestrian improvements.
Case Officer:	Martin Cowie
Site Address:	WEST HENDON ESTATE, WEST HENDON, LONDON NW9
Application Number:	H/03620/08
Application Type:	Conditions Application
Decision:	Approve
Decision Date:	18/03/2011
Appeal Decision:	No Appeal Decision Applies
Appeal Decision Date:	No Appeal Decision Date exists
Proposal:	Partial submission of details of Condition 38 (Design Codes) for Character Areas D and F pursuant to planning permission reference W13937/04 dated 01/07/2008.
Case Officer:	Thomas Wyld

Consultations and Views Expressed:

Neighbours Consulted: 257 Replies: 4
Neighbours Wishing To Speak 0

One comment was received advising that there was no objection in principle but the school should ensure that the site is well maintained, and should consult with community representatives to ensure that there is not disruption to residents.

One letter of support was received.

The two objections raised may be summarised as follows:

- Increase in noise
- Additional traffic and pressure on parking
- Area suffers from fly tipping and littering
- Site is located on a main road.
- Works are ongoing at the property and flats are being built.

Internal /Other Consultations:

- Traffic & Development - Further comments will be reported to the committee in the addendum.

Date of Site Notice: 02 May 2013

2. PLANNING APPRAISAL

Site Description and Surroundings:

The site is the former West Hendon Ex-Servicemans Club on West Hendon Broadway.

The building is two stories with roof level.

At the time of site visit it appeared that works were taking place on site, including a rear extension and the insertion of rooflights.

Proposal:

The proposals are for change of use of existing building including internal alterations to facilitate conversion into a boys secondary school. Provision of 8no. car parking spaces; 11no. cycle storage area and refuse and play ground area with a new fencing and access door.

Planning Considerations:

The main issues are considered to be:

- Whether the loss of the existing premises is acceptable
- Whether the proposals would provide an acceptable environment for a school
- Whether the proposals would harm neighbouring amenity
- Whether the proposals would harm the character of the area

- Whether the proposals would harm highway or pedestrian safety

Policy context

Policy DM13: Community and education uses

New community or educational use

New community or educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres.

New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties.

Whether the loss of the existing premises is acceptable

The existing premises has been used a social club. It is not considered that the loss of this would cause any sort of material harm in policy terms.

It should be noted that no.233 is required for road widening as part of the West Hendon Regeneration scheme. (Initially established under planning approval reference W13937/04, subject to current application H/01053/13)

Therefore, permission could only be granted for a temporary period, it is suggested that 5 years would be appropriate if the scheme is acceptable in other respects.

Whether the proposals would provide an acceptable environment for a school

The proposals largely involve changes to the internal layout to convert the existing building to classrooms.

Rooflights would be inserted to provide staff room and offices at loft level.

There would be a rear parking area and one way access.

It is acknowledged that the school would have limited playground space. (Though the site is located close to York Park.)

The site is located within a busy environment close to a town centre.

The proposed school would have 16 members of staff and 70 students from 2014.

The proposals include nine classrooms, staff room, offices, computer room and school hall.

It is considered that the proposals would have provided an acceptable environment for a new school on a temporary basis.

Whether the proposals would harm neighbouring amenity

The site is located approximately 20m forward of blocks of flats on Marsh Drive.

The applicant has indicated that they want hours of use from 9am-12am Mon-Fri and Sun. It is noted that the school has a hall and there is concern that use after school hours could result in undue noise and disturbance to neighbouring amenities if not controlled, given that vehicles in particular are likely to access the building from the rear. Therefore it is suggested that this is limited to 9pm at weekends.

A condition is also attached suggesting that the number of pupils does not exceed the 70 suggested, to prevent harm to neighbouring amenity and to ensure that the highway impact is acceptable..

It is not considered that the proposals would harm neighbouring residential amenity.

Whether the proposals would harm the character of the area

The proposed use is considered to be acceptable given the mixed character of the surrounding area.

Whether the proposals would harm highway or pedestrian safety

The site is located close to Hendon mainline railway station and a number of bus routes on the A5. The area is subject to a Controlling Parking Zone which runs from 7am-7pm. Further away there are 10am-11am restrictions closer to the blocks of flats on Marsh Drive.

Highway officers have expressed concern regarding the access layout and an amended plan has been received showing an improved vehicular circulation route.

A planning obligation is sought to provide monitoring of the travel plan.

3. COMMENTS ON GROUNDS OF OBJECTIONS

Area suffers from fly tipping and littering - *Noted. This is not reason to withhold permission.*

Works are ongoing at the property and flats are being built. - At the time of site visit there was no evidence that flats have been built. Any further complaints that the property has been converted to flats should be referred to the Council's enforcement team.

4. EQUALITIES AND DIVERSITY ISSUES

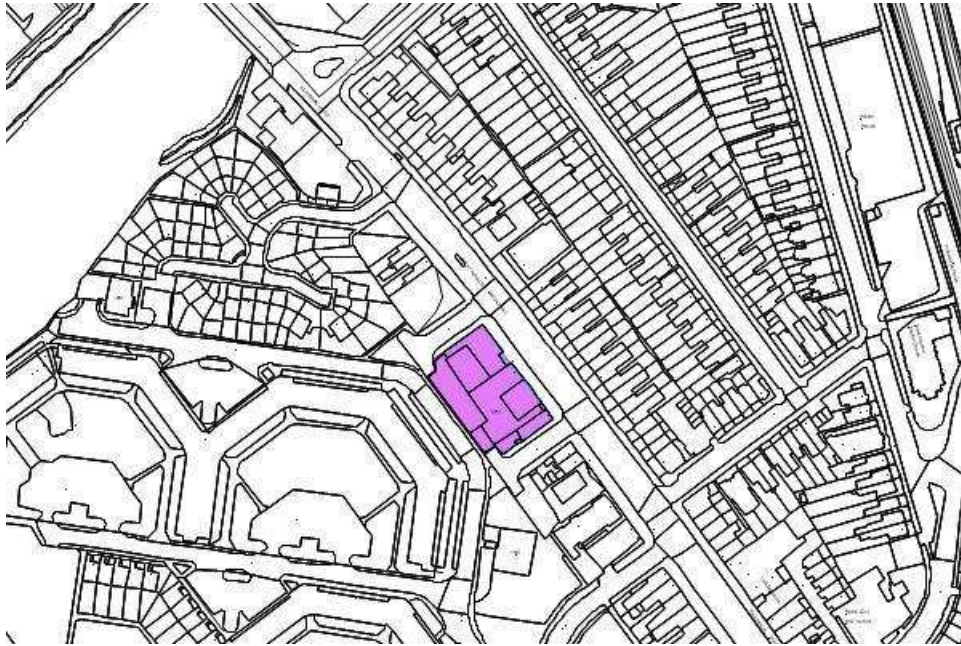
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. CONCLUSION

The application is recommended for **APPROVAL**.

SITE LOCATION PLAN: West Hendon ExServicemans Club, 233-243
West Hendon Broadway, London, NW9 7DH

REFERENCE: H/01208/13



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