

MEETING

PLANNING COMMITTEE

DATE AND TIME

THURSDAY 14TH DECEMBER, 2017

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG

TO: MEMBERS OF PLANNING COMMITTEE (Quorum 3)

Chairman: Councillor Melvin Cohen LLB

Vice Chairman: Councillor Wendy Prentice

Maureen Braun

Claire Farrier

Eva Greenspan

Substitute Members

Anne Hutton

Gabriel Rozenberg

Arjun Mittra

Dr Devra Kay

Hugh Rayner

Shimon Ryde

Reema Patel

Philip Cohen

John Marshall

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Dea at 10AM. Requests must be submitted to Tracy Scollin tracy.scollin@barnet.gov.uk 020 8359 2315

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

Andrew Charlwood – Head of Governance

Governance Service contact: Tracy Scollin tracy.scollin@barnet.gov.uk 020 8359 2315

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

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3.	Declarations of Members' disclosable pecuniary interests and non-pecuniary interests	
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FACILITIES FOR PEOPLE WITH DISABILITIES

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Decisions of the Planning Committee

23 November 2017

Members Present:-

AGENDA ITEM 1

Councillor Melvin Cohen (Chairman)
Councillor Wendy Prentice (Vice-Chairman)

Councillor Maureen Braun	Councillor Agnes Slocombe
Councillor Claire Farrier	Councillor Mark Shooter
Councillor Eva Greenspan	Councillor Laurie Williams
Councillor Tim Roberts	Councillor Jim Tierney
Councillor Sury Khatri (sub for Councillor Stephen Sowerby)	

Apologies for Absence

Councillor Stephen Sowerby

CHAIRMAN'S INTRODUCTION

The Chairman welcomed everyone to the meeting, explained the speaker rules and that the meeting would be audio recorded.

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 25 October 2017, be agreed as a correct record.

2. ABSENCE OF MEMBERS

Councillor Sowerby sent his apology, with Councillor Khatri as his substitute.

3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

Councillor Slocombe	Declared a non-pecuniary interest in Plot 299, 128 Colindale Avenue (17/2248FUL) regarding comments made in September 2017.
Councillor Prentice	Declared a non-pecuniary interest in Old Manor Golf Club, as she knew the applicant.
Councillor Khatri	Declared a non-pecuniary interest in 30 Brookhill Road, as he had met one of the speakers.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. ADDENDUM (IF APPLICABLE)

Items contained in the addendum would be dealt with under individual agenda items.

6. PLOT 299, 128 COLINDALE AVENUE, LONDON, NW9 4AX, 17/2248/FUL (COLINDALE)

The Committee received the report and addendum to the report, as well as reports from the September and October Committee meetings.

This application was originally presented to Planning Committee on 28 September. The Planning Officer report included an Officer recommendation to approve the scheme subject to conditions. Following much debate, the Committee was 'minded to refuse', however, in the absence of agreeing a planning reason to refuse the scheme, the Committee requested Officers bring back a report to the next meeting, outlining reasons for refusal.

As requested, a report was presented to Planning Committee on 25 October providing five reasons for refusal to reflect the areas of concern raised at the meeting on 28 September. The Committee voted on each of the five suggested reasons for refusal and no majority was agreed on any of them. A recommendation was then moved and seconded to approve the application subject to the reasons and conditions. The application was then approved by the Committee but as yet no decision had been issued by the Council.

Following the meeting on 25 October, the Monitoring Officer advised that not all of the Members had all the information in front of them (from the earlier meeting on 28 September) including having heard from the objectors as well as the applicant and this could be perceived as having an impact on the decision.

Consequently, the Committee was recommended to review their resolution to grant permission by re-hearing the application in full including hearing from the objectors and the applicant. The Committee was therefore requested to reconsider and review the proposal for change of use to a betting shop (Sui Generis).

Representations were heard from Robert Huang, Jeannie Harris, Councillor Narenthira, Andrew Dismore and the applicant's agent.

It was moved by Councillor Farrier and seconded by Councillor Tierney that subject to the application be approved, the hours of opening be limited to 9am to 6pm, with closure on Sundays.

A vote was taken on Councillor Farrier's motion as follows:

For	9
Against	2
Abstained	0

A vote was taken the Officer's recommendation to approve the report:

(for approval)	5
(against approval)	6
(abstentions)	0

It was moved by Councillor Farrier and seconded by Councillor Shooter that the application be **REFUSED** for the following reasons:

1. The proposal has failed to provide evidence of effective marketing of an A1 use or any of the other uses previously approved under application H/05856/13 for this unit or any of the other units within the 128 Colindale Avenue parade contrary to parts iii and iv of policy DM12 in the Development Management Policies DPD (adopted September 2012);
2. The proposed change of use will result in noise and disturbance to residential amenities, in particular residential units of 128 Colindale Avenue contrary to Policy 7.15B (parts a and b) in the London Plan (2016) and part d of Policy DM04 in the Development Management Policies DPD (adopted September 2012);
3. The proposed use would be out of character with the surrounding area, would adversely impact the character and appearance of the street scene and the wider locality, contrary to Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the aims and aspirations of the adopted Colindale Area Action Plan..

A vote was taken on Councillor Farrier's motion to **REFUSE** the application, subject to the reasons detailed above.

For (refusal)	9
Against (refusal)	2
Abstained	0

RESOLVED that the application be refused for the reasons detailed above and it be noted that if the refused Paddy Power schemes goes to appeal, Cllr Shooter offered to represent the Council.

7. PLOT 229, 128 COLINDALE AVENUE, LONDON, NW9 4AX, 17/5822/FUL (COLINDALE)

The Committee received the report and addendum to the report.

A representation was heard from the applicant's agent.

A vote was taken on the Officer's recommendation to approve the application:

For (approval)	6
Against (approval)	4
Abstained	1

RESOLVED that

1. The application be approved, subject to the conditions detailed in the report and subject to the addendum;
2. the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

8. 30 BROOKHILL ROAD, BARNET, EN4 8SN (EAST BARNET)

The Committee received the report.

Representations were heard from Andrew McTeare, Peter Davis, Councillor Phil Cohen and the applicant's agent.

A vote was taken on approving the Officer's recommendations, as detailed in the report, subject to condition 22 being strengthened and the addition of a planning obligation to provide a pedestrian crossing under Section 278 with the proviso that it is subject to consultation with and approval from LBB Highways.

For (Officer's recommendations)	10
Against (Officer's recommendations)	0
Abstained	1

RESOLVED that

1. the applicant and any other person(s) having a requisite interest in the land 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 to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

(c) Travel Plan

A Travel Plan shall be secured in line with the draft Travel Plan submitted by Connect Consultants (August 2017) along with a £15,000 monitoring fee.

(d) Employment and Enterprise

The applicant shall enter into a Local Employment Agreement with the LPA and shall commit to providing a minimum of the following:

- Progression into employment (under 6 months) – 2
- Progression into employment (over 6 months) – 1
- Apprenticeships (End User) -2
- Work Experience – 6

2. upon completion of the agreement specified in Recommendation 1, the Chief Planning Officer approve the planning application reference 17/5331/FUL under delegated powers and grant planning permission subject to the conditions set out in Appendix 2 of this report.

3. the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

9. GRAHAME PARK, LONDON, NW9 (COLINDALE)

The Committee received the report.

Representations were heard from Nneka Akwaeze and the Applicant's agent.

A vote was taken on approving the Officer's recommendations, as detailed in the report:

For (Officer's recommendations)	6
Against (Officer's recommendations)	0
Abstained	5

RESOLVED that

1.The application being one of strategic importance to London, be referred to the Mayor of London. As such any resolution by the committee will be subject to no direction to call in or refuse the application being received from the Mayor of London.

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, subject to any changes as considered necessary by the Head of Development Management:

(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

60% affordable housing by units across the whole development (652 units in total) on the basis of the following detailed mix:

Social Rent (39 Units)

17 x 1 Bed

14 x 2 Bed

8 x 3 Bed

London Affordable Rent (153 Units)

42 x 1 Bed

61 x 2 Bed

38 x 3 Bed

11 x 4 Bed

London Living Rent (166 Units)

48 x 1 Bed

58 x 2 Bed

50 x 3 Bed

10 x 4 Bed

Shared Ownership (294 Units)

101 x 1 Bed

106 x 2 Bed

72 x 3 Bed

15 x 4 Bed

(d) Community Hub

The delivery of the Community Hub to the satisfaction of the Local Planning Authority, including a cash contribution of 7,600,000 towards the delivery thereof.

(e) Heybourne Park

The delivery of the proposed improvements to Heybourne Park to the satisfaction of the Local Planning Authority.

(f) Carbon Offset Payment

Payment of £1,013,400 towards Carbon Offset to meet mayoral zero carbon target.

(g) Off Site Tree Contribution

Contribution towards off site planting of trees within the wider area to achieve 2 to 1 replacement planting ratio.

(h) Local Employment Agreement

Shall include, or provide (or procure that its contractor provides) the Council/ Re (nominated Agency) with:

1.1 An Apprenticeship Placement or cash equivalent on an annual basis to provide Grahame Park Regeneration Team support;

2.1 The placement costs will include the cost of wages (to be aligned with a living wage) support training costs, college release and the provision of tools and equipment necessary for the relevant Apprenticeship;

3.1 Contribute towards a Colindale- wide Employment and Skills Programme to replace the Workfinder Programme.

(i) Sustainable Transport Strategy

A Sustainable Travel Strategy for the whole of Grahame Park Estate (including the application site, future phases and Stage A) shall be submitted to the satisfaction of the Local Planning Authority. The aim of the Strategy shall be to complement the lower parking provision by promoting walking, cycling and public transport use, and assist in the integration of the development into the wider area.

(j) Travel Plan measures and monitoring:

Including Provision of Travel Plans covering the following:

Travel Plan – Residential -

Travel Plan – Non Residential including Retail, Nursery, Health Centre & Community Hub

An appropriate Travel Plan Monitoring Fee would also need to be paid in relation to the above plans.

(k) Bus Contribution

A contribution TBA - paid by the Developer to Council to fund the Bus Service Improvement on commencement of construction of Plot 11 or 12.

(l) CPZ Contribution

Contribution TBA towards the implementation of the Grahame Park CPZ on adopted roads within the development.

(m) Section 278 Works

Necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development

(n) Section 106 Monitoring contribution

(o) All financial contributions listed above to be subject to indexation.

3. subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Head of Development Management or Head of Strategic Planning to approve the planning application reference 17/2840/OUT under delegated powers, subject to the following conditions. The Committee also grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee (who

may request that such alterations, additions or deletions be first approved by the Committee).

10. OLD FOLD MANOR GOLF CLUB OLD FOLD LANE BARNET EN5 4QN (HIGH BARNET)

Councillor Farrier left the meeting at 9.20pm, prior to consideration of this item.

The Committee received the report and addendum to the report.

A representation was heard from the applicant's agent.

A vote was taken on the Officer's recommendation to approve the application:

For (approval)	10
Against (approval)	0
Abstained	0

RESOLVED that

- 1. The application be approved as per agenda with the amendments to the informatives as set out in the addendum;**
- 2. the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).**

11. ANY ITEM(S) THAT THE CHAIRMAN DECIDES ARE URGENT

The meeting finished at 9.25pm

Location	Registry Office, 182 Burnt Oak Broadway, Edgware HA8 0AU	
Reference:	17/6051/FUL	Received: 22nd September 2017 Accepted: 25th September 2017
Ward:	Burnt Oak	Expiry 25th December 2017
Applicant:	Ms Christine Coonan	
Proposal:	Demolition of former Barnet Register Office (Class D1) and garages and the erection of a four-storey building containing 30no affordable homes (Class C3). Associated landscaping and car parking	

AGENDA ITEM 5

RECOMMENDATION I:

- (i) Subject to no substantive issues being raised by Historic England and / or the Council's Tree Officer, to approve following completion of a Section 106 legal agreement and the conditions listed below; and
- (ii) the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

RECOMMENDATION II:

The applicant and any other person having a requisite interest in the site be invited to enter into a section 106 Agreement to secure the following:

- 1 The Council's legal and professional costs of preparing the Agreement and any other enabling agreements.
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.
3. Provision of a minimum of 40% of the housing to be provided as affordable rental units in perpetuity, (the proportion to be provided to be calculated in terms of habitable room numbers in accordance with Local Plan policy DM10).
4. Provision of monitoring costs for a travel plan.
5. Other than for registered disabled drivers, a restriction shall be placed on residents of the approved from eligibility to obtaining resident and visitor parking permits for the East Finchley Controlled Parking Zone.

6. Meeting the costs of providing appropriate play space and public amenity space improvements within the locality of the site - (sum to be advised).
7. Meeting the Council's costs of monitoring the planning obligation - £2000.

Conditions:

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

A_BA3-S24_DR_0001
 A_BA3-S24_DR_0001 rev. B
 A_BA3-S24_DR_0100 rev. I
 A_BA3-S24_DR_110 rev. D
 A_BA3-S24_DR_111 rev. D
 A_BA3-S24_DR_200 rev. D
 A_BA3-S24_DR_201 rev. D
 A_BA3-S24_DR_202 rev. D
 A_BA3-S24_DR_203 rev. C
 A_BA3-S24_DR_205 rev. C
 A_BA3-S24_DR_210 rev. C
 A_BA3-S24_DR_0211 rev. C
 A_BA3-S24_DR_212 rev. C
 A_BA3-S24_DR_300 rev. B
 A_BA3-S24_DR_301 rev. B
 A_BA3-S24_DR_302 rev. B
 A_BA3-S24_DR_303 rev. B
 A_BA3-S24_DR_304 rev. B
 A_BA3-S24_DR_305 rev. B
 A_BA3-S24_DR_306 rev. B
 A_BA3-S24_DR_307 rev. C
 A_BA3-S24_DR_308 rev. B
 A_BA3-S24_DR_308 rev. B
 Design and Access Statement
 Planning Statement
 Sustainability Report SUT-61820 Issue 4 (September 2017)

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

- 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 No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning

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

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

4 a) Before development commences other than for investigative work, a Method Statement detailing the any land contamination and requirements for remediation, using the information obtained from the site investigation, and post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority.

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

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

5 a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan

in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

6 a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage, telecommunications and installation of electric vehicle charging points including electricity supply cables) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.

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

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

7 a) No development shall take place until a scheme of noise mitigation measures to mitigate externally generated traffic noise has been submitted to and approved in writing by the Local Planning Authority.

b) The mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure the amenities of occupiers are not prejudiced by traffic noise/mixed use in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.15 of the London Plan 2016.

8 a) No development other than demolition works shall take place until details of the materials and finishes to be used for the external surfaces of the approved building and for the hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The details to be submitted and approved shall

include additional information on materials, detailing and finishes with particular attention to the north and rear elevations, and of the appearance and materials of the screens on the north-eastern side of the balconies serving flats within the rear wings, as set out in Section 5.3 of the Planning Officer's report for the application,.

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

c) The screens on the north-eastern side of the balconies serving flats within the rear wings shall be maintained in good order and retained in accordance with the approved details 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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

9 a) No site works or works in connection with the development hereby approved shall be commenced until a biodiversity strategy, to include details of a wildlife survey of the site to include a further emergence / re-entry survey of all of the existing buildings, and of the mitigation measures to be implemented for any protected wildlife species identified in the survey together with details of any mitigation measures including the timing of development works and special techniques, has been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and thereafter maintained in accordance with the approved details.

Reason: To ensure that any protected species present are not adversely affected by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

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

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

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

- 11 a) No development shall take place until the implementation of a programme of archaeological evaluation has been secured in accordance with a written scheme which has been submitted by the applicant and approved by the Local Planning Authority in writing and a report on that evaluation has been submitted to the Local Planning Authority.
- b) If heritage assets of archaeological interest are identified by the evaluation under a) above, then before development (other than demolition to present ground level) commences the implementation of a programme of archaeological investigation shall be secured in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.
- c) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under b).
- d) The development shall not be first occupied or brought into use 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 b), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: To enable archaeological investigation of the site in accordance with Policy DM06 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD and Policy 7.8 of the London Plan 2016.

- 12 No development including demolition works shall take place until a scheme of the preservation of items of heritage interest has been submitted to and approved by the Local Planning Authority.

Reason: To preserve the historic artefacts associated with the Hendon Workhouse along with any archaeological finds, in accordance with Policy DM06 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD and Policy 7.8 of the London Plan 2016.

- 13 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of soft landscape planting, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced.
- b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.
- c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

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

- 14 The development hereby approved shall not commence until a surface water drainage strategy for the site has been submitted to and approved in writing by the local planning authority. All planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development - must use Sustainable Drainage Systems (SUDS) for the management of surface water runoff, unless demonstrated to be inappropriate.

Reason: To ensure that the development manages surface water in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems).

- 15 a) Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the CHP Plant shall be submitted to and approved by the Local Planning Authority. The emissions for CHP and / or biomass boilers shall not exceed the standards listed in Appendix 7 of the London Plan's Sustainable Design and Construction SPG document 2014.

The report shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process, the London Air Quality Network and London Atmospheric Emissions Inventory. 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 content and recommendations.

b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. Details of the plant and evidence to demonstrate compliance with the GLA's emissions standards will be required.

c) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of neighbouring premises are protected from poor air quality arising from the development in accordance with the Sustainable Design and Construction SPD (adopted April 2013). To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

- 16 a) Prior to the commencement of the development, scheme for air pollution mitigation measures based on the findings of the RPS Air Quality Neutral report shall be submitted to and approved by the Local Planning Authority.

b) The approved mitigation scheme shall then be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the development is air quality neutral in accordance with the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan 2016.

17 a) No development other than demolition works shall take place until details of the appearance, materials and opening mechanism for an electronically controlled access gate and appearance and materials for boundary treatment have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

18 Prior to the commencement of the development, details of any works proposed on public highway to facilitate the development shall be submitted to and approved by the Highway Authority and the works shall only be carried out under the S184 or S278 of the Highways Act in accordance with the approved plans.

Reason: To ensure that the access is satisfactory in terms of highway safety 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.

19 Prior to the commencement of the development hereby approved, details and statutory orders of any highways required to be stopped up to facilitate the development shall made under Section 247 of the Town and Country Planning Act 1990, and these shall then have been submitted to and approved in writing with the Local Planning and Highway Authority.

Reason: To ensure that adequate public access is provided throughout the development.

20 Before the development hereby permitted is occupied the car parking spaces as shown on Drawing No. A_BA3-S24-DR_0100 Rev. I shall be provided 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 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 Before the development hereby permitted is occupied cycle parking spaces as per the submitted planning application shall be provided 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 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.

- 22 The development shall not be occupied until disabled parking spaces have been provided and clearly marked with a British Standard disabled symbol where appropriate in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The disabled parking spaces shall then permanently retain for the use of disabled persons and their vehicles and for no other purpose.

Reason: To ensure and promote easier access for disabled persons within the development in accordance with London Borough of Barnet's Local Plan Policy CS9 of the Core Strategy DPD and Policy DM17 of the Development Management Policies DPD.

- 23 The development shall not be occupied until all units the ground floor flats specified on the approved plan has been constructed to meet and achieve all the criteria of Part M4(3) of Schedule 1 of the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future) and the remaining flats I the development have been constructed to meet and achieve all the relevant criteria of Part M4(2) of the abovementioned regulations. The development shall then be retained as such thereafter.

Reason: To ensure the development meets the needs of its future occupiers in accordance with Policy DM03 of the Development Management Policies DPD (adopted September 2012) and Policies 3.5 and 3.8 of the London Plan 2016 and the Mayors Housing SPG.

- 24 The development shall not be occupied until 20% active and 20% passive parking spaces have been installed with electric vehicle charging points in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The approved spaces shall be permanently retained and maintained thereafter.

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.

- 25 Prior to the first occupation of the approved development it shall have been constructed in accordance with the approved Sustainability Report (ref. SUT-61820 Issue 4, September 2017) incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 20% in carbon dioxide emissions when compared to a building constructed to comply with the minimum

Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 26 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 27 a) No external lighting shall be installed and used until details of the appearance and luminance of the proposed lighting has been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

- 28 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

Reasons: In the interests of good air quality with regard to London Plan policies 5.3 and 7.14

Informatives:

- 1 In accordance with paragraphs 186-187, 188-195 and 196-198 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to

development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

- 2 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
- (i) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
 - (ii) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
 - (iii) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
 - (iv) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
 - (v) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
 - (vi) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 3 The Environmental Health Officer advises that the submitted Construction Method Statement shall include, in addition to the Highway Authority's requirement, the following minimum details to address Environmental Health:
- (i) Site hoarding
 - (ii) Wheel washing
 - (iii) Dust suppression methods and kit to be used
 - (iv) Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
 - (v) For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999. Proof within the contractor's specification that all NRMM will be registered on the local government website
 - (vi) Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
 - (vii) For major developments only: provide a copy of an asbestos survey for smaller developments confirmation that a survey has been carried out.
 - (viii) Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday – Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.

- 4 The development should discharge surface water runoff as high up the discharge hierarchy as possible. Where it is not possible to achieve the first hierarchy, discharge through the ground, applicants must demonstrate in sequence why the subsequent discharge destination was selected. Proposals to dispose of surface water into a sewer, highway drain, surface water body or another drainage system must be accompanied by evidence of the system having spare capacity downstream and acceptance of the surface water by the appropriate authority(ies).

The surface water drainage strategy shall use SuDS to manage peak surface water runoff rates in accordance with S2 and S3 of the Non-statutory Technical Standards for Sustainable Drainage Systems. SuDS shall be used to provide volume control in accordance with S4, S5 and S6.

The surface water drainage strategy for the site must be accompanied by evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development, including responsibility that sufficient funds have been set aside and / or can be raised to cover operation and maintenance costs throughout the lifespan of the development.

- 5 All trees, shrubs and herbaceous plants to be planted must adhere to basic biosecurity measures to prevent accidental release of pest and diseases and must follow the guidelines below.

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth, Obama nungara flatworm and Chalara of Ash. All material to be planted must have been held in quarantine."

- 6 If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
- 7 Damage to public highway as a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.
- 8 To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the

basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk or nrswa@barnet.gov.uk at least 10 days prior to commencement of the development works.

- 9 Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.
- 10 Any highway approval as part of the planning process for the alteration to the existing access/crossovers or new access/crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for access/crossover under Highways Act 1980 and would be carried out at the applicant's expense. Please note, reinstatement of redundant crossovers, any relocation of street furniture, lighting column or amendments to parking bays affected by the proposed works would be carried out under a Highways works agreement. An estimate for this work could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.
- 11 The applicant is advised that for construction works adjacent or affecting the public highways, the council's First Contact should be contacted on 0208 359 2000 for any necessary Highways Licenses or any highway approvals deemed necessary.
- 12 The applicant should apply for a Habitual Crossing License for construction vehicles to use the existing crossover. An application for this license could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.
- 13 Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled 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. If the refuse vehicle is expected to travel over an unadopted road then the applicant will be expected to sign a Waiver of Liability and Indemnity Agreement indemnifying the Council. 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.
- 14 The applicant is advised that any works required on public highway to facilitate the development will require a separate agreement with the Highways Authority under S184 or S278 of the Highways Act 1980.
- 15 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 £56,805 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 £219,105 payment under Barnet CIL.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

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.

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 CIL 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 at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories 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.

- 16 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially

registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

- 17 Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (www.ccscheme.org.uk) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.
- 18 The applicant is advised that written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. They must be approved by the Local Planning Authority before any on-site development related activity occurs.
- 19 The applicant is advised that the provisions of The Party Wall etc. Act 1996 may be applicable to this scheme. This relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. Further information can be found at <https://www.gov.uk/party-wall-etc-act-1996-guidance>.

Officer's Assessment

1. Site Description

The site comprises the former London Borough of Barnet Register Office land, which is where the main part of the proposed development would be located, and a small non-contiguous area to the rear that currently comprises garages and hardstanding. The former Register Office is located at the western edge of the Borough, on the eastern side of the A5 Burnt Oak Broadway and within Burnt Oak Town Centre. South Road is directly to the rear of the Register Office, and the smaller garage site that is included in the overall site area is on the opposite side of that.

The Register Office is a single storey building, with extension and smaller buildings and structures all of which appear to have been added in a somewhat *ad hoc* fashion. The premises are understood to have been vacated early this year, when the facility moved to Hendon Town Hall.

The three-storey Appleton Court Care Home is the immediate neighbour to the south, and there is a three-storey parade of shops to the north of the site at 184-198 Burnt Oak Broadway. The closest property, at number 184, also has a car repair workshop at the rear, with its access being taken from South Road. Also on South Road, to the east and rear of the former Registry Office, there is residential development that appears to date from the late 1960s / early 1970s, in the form of terraced housing with small front and rear gardens. Access to these properties is typically from both front and rear. Numbers 2-8 South Road are located immediately opposite the registry office, with their rear elevations towards South Road and towards the proposed development. Numbers 8, 9 and 14 abut the smaller part of the site that is intended for car parking.

The A5 Burnt Oak Broadway forms the boundary with London Borough of Harrow, which lies on the opposite site of this busy arterial road, and the Town Centre designation applies therefore only to the eastern side of the A5.

In line with the site's Town Centre designation, the Burnt Oak Broadway road frontage has a strongly commercial character. Along with the parade of shops immediately to the north of the application site, there is a range of local services within the Town Centre's primary and secondary retail frontage, south of Appleton Court Care Home, and on the opposite side of the road within the London Borough of Harrow. The scale of the built form is mix of two and three storeys in height, rising to four storeys at the Peacocks building which occupies a prominent corner site about 280 m to the south-east on the south side of the Broadway / Stag Lane junction (within the London Borough of Brent). Annex 2 in the London Plan identifies Burnt Oak Town Centre, including land on the western side of Burnt Oak Broadway that is within the two neighbouring boroughs, as being of District level importance.

The site is approximately 550m walking distance from Burnt Oak tube station. A number of major bus routes run along the A5. The Watling Estate Conservation Area is to the south, on Barnfield Road and Watling Avenue, and there is a Grade II Site of Borough Importance for Nature Conservation about 180m to the east - the Silk Stream and Burnt Oak Brook.

2. Site History

There is no relevant planning history.

3. Proposal

The proposal is to demolish the existing buildings at the site and to construct a four storey building to accommodate 30 flats, with car parking in two parts of the site. Ten spaces including 4 to disabled standard would be provided on the south side of the residential building, and 12 additional spaces would be provided on the opposite side of South Road, where the existing garages would be demolished. The building concept is based on a mansion block typology, to which it bears some resemblance although in addition to the communal entrance from Burnt Oak Broadway, the six ground floor flats would have their own front access. At the rear, four storey high wings would accommodate a bicycle store, refuse and recycling bin store and a plant room at ground floor level with flats above. A 203 sq.m. Amenity space would be located to the rear, with a gated access to allow residents to access the area of car parking to be provided on the opposite side of South Road.

Each flat would be arranged to be dual aspect, and main access to the upper levels would be by lift and stairs to communal walkways located at the rear of the main element of the building at first, second and third floor levels. Terraces to the rear at ground floor level provide a second access for flats on this level. The walkways would provide a physical break in the building line between the main part of the building and the southern wings, and at ground floor level this would provide access between the rear access gate, amenity space and the smaller car parking area on the south side of the building.

Existing trees including a good quality yew adjacent to the southern boundary would be retained. The layout drawing also shows two ash trees towards the southern side of the building of the Burnt Oak Broadway frontage as being retained.

4. Public Consultation

Consultation letters were sent to 223 neighbouring properties.

Seven response letters have been received, including six objections that raised the following issues:

- There are bats and hedgehogs at the site, both of which are protected wildlife species.
- The area is overcrowded, and more flats and residents are not needed here.
- The Council should listen to the views of long-standing local residents.
- The area is overcrowded, and more flats and residents are not needed here.
- Prevalence of crime in the area.
- Parking in the area is difficult and will get worse if this development proceeds.
- Overlooking and loss of privacy will result from the proximity of houses at the rear of the proposed development.

A further letter on behalf of the Hendon and District Archaeological Society, which raised the following issues:

- There have been Roman finds at Thirleby Street nearby. An archaeological condition should be included in any planning permission.
- We note that the applicant proposes to donate to a local museum two items which survive from the former Hendon Workhouse. We welcome this, and suggest that the Barnet Museum might be a suitable place.

These issues are considered in sections 5.3 and 5.4 of this report.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

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 2016

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 for the next 20 to 25 years. It forms part of the development plan for Greater London and is recognised in the NPPF as such.

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 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 following are relevant to this scheme:

- Policy 2.15 - Town Centres
- Policy 2.18 - Green Infrastructure
- Policy 3.3 - Increasing Housing Supply

- Policy 3.4 - Optimising Housing Potential
- Policy 3.5 - Quality and Design of Housing Developments
- Policy 3.6 - Children and young people's play and informal recreation
- Policy 3.8 - Housing Choice
- Policy 3.9 - Mixed and Balanced Communities
- Policy 4.7 - Retail and Town Centre development
- Policy 4.8 - Supporting successful and diverse retail and related facilities and services
- Policy 5.1 - Climate change mitigation
- Policy 5.2 - Minimising carbon dioxide emissions
- Policy 5.3 - Sustainable design and construction
- Policy 5.7 - Renewable energy
- Policy 5.8 - Innovative energy technologies
- Policy 5.9 - Overheating and cooling
- Policy 5.10 - Urban greening
- Policy 5.11 - Green roofs and development site environs
- Policy 5.12 - Flood risk management
- Policy 5.13 - Sustainable drainage
- Policy 5.14 - Water quality and wastewater infrastructure
- Policy 5.15 - Water use and supplies
- Policy 6.9 - Cycling
- Policy 6.10 - Walking
- Policy 6.13 - Parking
- Policy 7.2 - An Inclusive Environment
- Policy 7.3 - Designing Out Crime
- Policy 7.4 - Local Character
- Policy 7.5 - Public Realm
- Policy 7.6 - Architecture
- Policy 8.1 - Implementation
- Policy 8.2 - Planning Obligations
- Policy 8.3 - Community Infrastructure Levy
- Annex 2 - London's Town Centres

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy DPD Policies:

- CS NPPF National Planning Policy Framework - Presumption in favour of sustainable development
- CS1 Barnet's place shaping strategy - 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
- CS6 Promoting Barnet's Town Centres
- CS13 Ensuring the efficient use of natural resources
- CS14 Dealing with our waste
- CS15 Delivering the Core Strategy

- Relevant Development Management Policies DPD:

- 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
- DM09 Specialist housing: Houses in Multiple Occupation, student accommodation and housing choice for older people
- DM10 Affordable housing
- DM11 Development Principles for Barnet's Town Centres
- DM13 Community and education uses
- DM16 Biodiversity
- DM17 Travel impact and parking standards

The Council's approach to development as set out in Policy DM01 is to minimise impacts on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

- Mayor of London's Supplementary Planning Guidance:

- Housing
- Shaping Neighbourhoods: Play and Informal Recreation
- Affordable Housing and Viability

These Supplementary Planning Guidance documents set out a range of Standards for residential development and open space provision in London.

- LBB Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to assist in the design of new residential development. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi-detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.

- In respect of amenity, development should not be overbearing or unduly obtrusive and care should be taken to ensure that it does not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet. The SPD approach includes providing building sustainability measures over and above those required by the minimum Building Regulations standards, provision for on-site renewable energy sources, and retention and enhancements of biodiversity within development sites.

Other relevant planning documents

London Borough of Barnet Characterisation Study (2011)

- This provides a valuable analysis of urban and suburban typologies with detailed descriptions of the main residential types within the Borough.

Burnt Oak Looking Forward - A plan for Burnt Oak Town Centre (October 2016)

- A non-statutory document sets out community aspirations for the development and revitalisation of the Town Centre.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- The context of the development in the applicant's affordable housing programme.
- Whether the principle of residential development on this Town Centre site is acceptable in principle.
- Whether harm would be caused to the character and appearance of the street scene and the wider locality.
- Whether harm would be caused to the living conditions of neighbouring residents.
- Whether the living conditions of future occupiers would be acceptable.
- Whether the proposal would result in any unacceptable impacts on archaeology and heritage.
- Whether the proposal is acceptable in terms of impacts on the highway network and sustainable transport.
- Whether the loss of trees on the application site is acceptable.
- Building sustainability.
- Protected wildlife.

5.3 Assessment of proposals

- The context of the development in the applicant's affordable housing programme

This development has been proposed by Barnet Homes, the Council's Arms Length (ALMO) social housing provider. Barnet Homes through agreement with the Council is in the process of acquiring land for the purposes of developing social housing for affordable rent including specialist accommodation for disabled people, and aim to deliver 720 units by 2020. The separate development arm known as Open Door Housing has now been registered with the HCA to deliver these units.

In acquiring the sites Open Door housing will deliver properties for affordable rent. These units will be let at a rental level of 65% and as such, will fall within the current National Planning Policy Guidance definition of affordable rent. Smaller schemes such as this one will generally not be secured through the planning system, but this benefit as a legal obligation imposed on the acquisition of the land. The occupation of these units will be for residents of the London Borough of Barnet using their adopted nominations procedures.

This approach has been adopted by Members at the Planning and Environment Committee in 2016, as well as by HB Law.

A section 106 agreement would need to be entered into which provides for at least 40% of the residential provision within the site to be retained as such on a permanent basis. Policy DM10 advises that affordable housing calculated on the basis of floor area or the number of habitable rooms, and it is recommended that the section 106 is completed on the basis of this policy compliant position.

- Whether the principle of residential development on this Town Centre site is acceptable in principle

The site is with a town centre, with a long-established community use. Policies CS6 and DM11 seek to promote and protect Barnet's Town Centres: Policy CS6 seeks to ensure an efficient use of Town Centre land, encouraging a mix of compatible uses that will add to the vibrancy and character of the area including, in addition to retail, community and residential uses. Policy DM11 (c)ii supports mixed use developments that include re-provision of employment, residential and community uses, where these would otherwise be lost. Policy DM13 protects existing community uses, and London Plan policy 3.16 sets out that additional and enhanced social infrastructure will be required to meet the needs of our growing and diverse population, and that redundant social infrastructure premises should be assessed against any defined need in the locality for other forms of social infrastructure before alternative uses are considered.

Typical patterns of residential provision in town centres with non-residential uses at ground level and flats above are found in the parade to the north of the site and to the south on Burnt Oak Broadway. Appleton Court Care Home, is a C2 residential use, which results in 60m of town centre road frontage being non-active in terms of including typical non-residential uses at ground level. In conjunction with that building, the current proposal would increase that frontage to 130m. In assessing this impact, the application cites a 2011 District Centre Survey which recommended de-designating numbers 158-198 Burnt Oak Broadway, due to shops within this address range being distant from the main retail areas within the Town Centre and because there are significant gaps in this frontage. However, this recommendation was not carried over into the Development Management Policies DPD, and the frontage up to 198 Broadway remains within the town Centre as identified in Map 15 of this DPD.

Policy DM13 states that the loss of a community use will only be acceptable in exceptional circumstances where:

- A new community or education use of at least equivalent quality or quantity are provided on the site or at a suitable alternative location; or
- There is no demand for a continued community or education use, and the site has been marketed effectively for such use. The policy supports new community uses in

locations that are accessible by public transport, walking and cycling, preferably in town centres or local centres...

It is noted that the Registry Office has been re-provided elsewhere, at Hendon Town Hall. The site has not been seriously considered for other possible community needs in line with London Plan policy 3.16, and the Planning Statement notes the presence of the North Road Community Centre and other community facilities near the site.

While not a statutory planning document, *Burnt Oak Looking Forward - A plan for Burnt Oak Town Centre* (October 2016) provides some preliminary direction for the redevelopment of the wider Town Centre. It identifies development opportunities within the town centre, including as site 6.3 the Register Office site. While the content of this document is conceptual only and relies largely on examples from other locations, it notes the potential for the site to provide residential development on a small mixed residential and commercial street, with public realm improvements. This is broadly consistent with Policy DM11, where the explanatory text in the DPD advises that edge of centre development should be suitably integrated into the existing town centre and should allow easy movement to support existing town centre uses. Points to be considered for development in such locations are:

- ensure the design and siting of the development promote visual continuity with the existing street scene;
- make provision for improved pedestrian links between the development and existing facilities; and
- design the site layout to give efficient access for all modes of transport.

(para. 12.6.3 in the Development Management Policies DPD)

The proposal would be a fully residential development. The former Registry Office use has been reprovided elsewhere at Hendon Town Hall, so satisfying the requirements of alternative community uses in Policy DM13. While a robust consideration of other community needs in the area has not been provided in line with London Plan policy 3.16, the proposal is considered to be justified on grounds of providing necessary affordable housing to a high standard.

- Whether harm would be caused to the character and appearance of the street scene and the wider locality

The Design and Access Statement sets out the design concept for the scheme, which is based on the mansion block residential typology which is typical of many of London's more urbanised residential areas. In plan form the building is based on a rectangle, with three forward projecting squared bays added to the front elevation and, as already noted in the description of the proposals in Section 3 of this report, two wings to the rear.

The building would introduce a change in the scale of the prevalent patterns both at the front and rear of the site. The front elevation has been designed with two parapet lines. One of these is set at just under 10m, which is a similar height to the corresponding parapet on the building to the north (184-198 Burnt Oak Broadway). The second parapet line, across the fronts of the three forward projecting bays, would be higher at approximately 10.8 m height. The mansard roof would be set behind the lower parapet, with a roof height just under 14m in height (14.5m on the small lift overrun), with flank walls of the two rear wings also 14m in height. Balconies would be a new element in the streetscene on the front elevation. These would be set between the bays and, for the third

floor flats, behind the higher parapets of these bays. As such these are considered to be acceptable in terms of appearance. The spacing between the proposed and neighbouring building on the north side, 184 Burnt Oak Broadway, would be a minimum of 3.0 m from the lower parapet height, increasing to over 6m separation from the closest of the higher forward projecting bay elements. Separation from Appleby Court, where the height of the closest flank wall is approximately 9.5m, would be approximately 24m. It is considered that the separation on both sides and the design of the street frontage elevation of the building will result in an acceptable transition in scales that will allow the building to sit comfortably in the streetscape.

While the mansard roof sits behind the parapets around most of the building perimeter, the flank walls of the rear wings rise to 14m high. On the southern flank wall of the building the openings provided by the rear access walkways (referred to in the description of the proposals at Section 3 above) would provide a clear separation between the main part of the building and the higher flank wall of this rear wing. This visual separation along with the openings in the higher flank to be provided by windows would result in an acceptable transition in scales on this elevation. Rusticated brick work which would wrap around all four elevations for the full height of the ground floor level (approximately 3.5m) would also provide design interest here, and the height of the flank wall would be further mitigated by the presence of a large yew tree, which is discussed further below. In contrast, there are almost no openings on the northern elevation, reflecting its position facing the flank wall at 184 Burnt Oak Broadway. The flank would project approximately 7m to the rear of this neighbouring property and will be approximately 3m higher than this neighbouring building. This will require additional elevational treatment to ensure that it does not become overly dominant in the street scene, as provided for in the recommended condition regarding materials and provision of additional details of appearance and elevational treatment.

The rear elevation will be articulated by the access walkways to the rear of the main part of the building, by the projecting elements of the rear wings, and by window and door openings. As with the rear element of the northern flank wall, this elevation has the potential to be quite dominant in the streetscene and it will be important to mitigate this through careful selection of walkway railings, window frames and other detailing. While the rusticated brick work referred to above will assist in this respect, further means of ensuring that this elevation is not too “heavy” in its appearance will be required in accordance with the recommended condition.

Replacement of existing vegetation at the site with new trees both at the front and rear, and with hedges along the front boundary will be of assistance in melding the development into its surroundings. It is also considered that a hedge along the rear boundary should also be provided. Native species that encourage wildlife would be suitable for this purpose, and the recommended landscaping condition will ensure that planting is of a quality that is commensurate with the scale of the proposed building.

The larger car parking area at the rear of the site would be entirely taken up in hard surfacing. There is an opportunity here to introduce more permeable forms of paving than currently present, and this would also assist in the improvement of the character of the area.

Subject to the above conditions along with the more standard requirement for submission and approval of external materials, including hard paving materials for both parts of the site and boundary treatment, it is considered that the development will have an acceptable and positive impact on the character and appearance of the area.

- Whether harm would be caused to the living conditions of neighbouring residents

Separation distances between facing habitable room windows would be a minimum of 27m from rear facing windows in the northern rear wing to the rear of the first floor level at number 2 South Road, and a similar distance (although angled) from the southern rear wing to number 8. Separation distance increases to over 35m from the rear walkways at each level, which would face numbers 3-8. Distances from windows and the walkways to the rear garden boundaries at 2-8 South Road would range from 17m (from rear facing windows in the northern wing) to 35m (from the access walkways). Balconies serving the flats in the rear wing would face into the shared amenity space with the application site, and in order to avoid undue overlooking of neighbouring occupiers in their gardens it would be necessary to introduce screening to these balconies on the side facing South Road. In order to ensure that this does not impact on light into these flats, it would be necessary to use a translucent material such as toughened glass for this purpose. Subject to this being controlled by specific reference to this item in the materials condition, it is considered that the proposal will not result in any significant impacts on the privacy of neighbours on this side.

To the south, minimum distances to windows at Appleby Court would be 24m. While it is not known whether any of the facing rooms at the care home are used for accommodation, this separation is sufficient to ensure the mutual privacy of residents at the home and future occupiers at the development site.

A daylight and sunlight assessment was provided in the application, which assesses the impacts on light to neighbouring properties. Impacts on daylight and sunlight into the surrounding houses were shown to be within acceptable parameters in the relevant BRE guidance.

There are no south-facing flank wall windows at 184 Burnt Oak Broadway that would be adversely affected by proximity to the proposed building. Occupiers of flats at this address with rear facing windows could be impacted by proximity to the high flank wall of the northern rear wing in the proposal, which unless ameliorated by careful selection of materials and detailing has the potential to be overdominant in relation to this neighbour.

Subject to the conditions recommended above, it is considered that the proposal would not result in unacceptable impacts for surrounding residents.

- Whether the living conditions of future occupiers would be acceptable

The proposal would provide 8no. one-bedroom flats and 22no. two-bedroom flats, including four wheelchair flats on the ground floor, all achieving or exceeding the minimum floor areas set out in the Residential Design Guidance SPD.

The Building Research Establishment guidelines assess sunlight in terms of visible sky component (VSC) or “no sky view”, and daylight in terms of average daylight factor (ADF). The daylight and sunlight study submitted with the development and referred to above in relation to assessment of impacts on neighbouring properties also assessed 94 habitable rooms within the development. It found that 92% of these rooms comply in terms of VSC, and 85% comply in terms of ADF. Living / kitchen / dining rooms for five of the six ground floor flats did not meet the ADF test but passed the VSC test. At first floor level six out of eight kitchen / dining rooms did not meet the ADF case but four of these met the VSC test, and in addition all of these flats would have separate dining rooms that meet both tests. This situation is largely repeated at second floor level, while at third floor level all rooms

would comply with both tests. On balance, the levels of amenity provided for the non-complying flats are considered to balance the underperformance of some of the rooms.

With respect to external amenity space, four of the ground floor flats would have 14 sq.m. terraces and all of the first, second and third floor flats would have balconies of approximately 6 sq.m. One of the ground floor flats is shown as having a larger terrace (36.5 sq.m) on the northern side of the building, although the amenity value of this space would be limited by its aspect and overshadowing. The remaining ground floor flat would not have its own private amenity space, but all ground floor flats would have a small area of front garden delineated by hedges, and in addition the 203 sq.m. shared space at the rear of the building would provide in conjunction with the private terraces and balconies, an average 13 sq.m. of amenity space per flat. The overall provision including both private and communal space equates to 403 sq.m. of useable amenity space, which represents a shortfall of 67 sq.m. against the standards set out in the Residential Design Guidance SPD. This could be made up through an off-site financial contribution towards amenity space and play space in the locality.

- Whether the proposal would result in any unacceptable impacts on archaeology and heritage

While the site is outside the Burnt Oak area of Archaeological Importance, Historic England have commented on its proximity to the route of Watling Street, a major Roman Road, and that the site formed part of the Hendon Workhouse during the nineteenth century. There is potential for a human burials that may have been carried out in association with the Workhouse. The Historic England consultation response has requested that a further desk-based assessment of archaeology be carried out, and that any planning permission be granted only following further evaluation and consultation. A desk-based assessment has been submitted and further comments are now awaited from Historic England. The recommendation is made in line with their comments.

The application has identified two remaining items in the existing building from the former Hendon Workhouse. These are a door and an ornamental exterior railing. The application statement has suggested that these be donated to a local museum. It is not known whether either of these items would be of interest to the Barnet Museum or any other museum, and a recommended condition provides for detail of the retention and preservation of these items. It may be possible to utilise the decorative railing on site in association with the landscaping scheme.

- Whether the proposal is acceptable in terms of impacts on the highway network and sustainable transport

Transport for London (TfL) have confirmed that the site has a PTAL rating of 4/5. Taking this into account, the parking requirement for the site would equate to between 26 and 30 parking spaces for the proposed development. Therefore the proposed parking provision of 22 parking spaces would result in a shortfall in parking provision of 4 to 8 parking spaces. The applicant has undertaken a parking beat survey in accordance with Policy DM17. This was carried out in the early hours of 25 and 27 April and made observed of all vehicles parked on Barnfield Road, Burnt Oak Broadway.

Streets in the London Borough of Harrow were also included in the survey (The Highlands, Oakleigh Avenue, Vancouver Road and Park Road). The Highways Officer does not consider that parking availability on these streets should not be counted into the survey, although there would be nothing to prevent future residents at the development from using

those spaces outside of times restricted by a LB Harrow controlled parking zone. Notwithstanding that, if the available spaces located on the above three streets are removed from the capacity assessment they result in 40-48 available spaces with Barnet. The Highways Officer accepts that this is sufficient to cover any additional car parking demand that is not met at the site.

In addition, the applicant has also submitted a Travel plan Statement. It is noted that the proposed development falls below the threshold for the provision of a Travel Plan, and the Highways Officer has welcomed the provision of a voluntary Travel Plan. This is provided for in the recommended conditions.

Refuse and recycling bins will be stored in a secure bin store on the ground floor of the southern rear wing. Collections will require bins to be moved for collection on the appropriate day, and a condition requiring a travel plan will therefore be required.

Any works on public highway to facilitate the development would be subject to submission and approval of the details to the Highway Authority and would need to be undertaken under S278 of the Highways Act. A separate application would need to be made to the Highway Authority for works under S278 of the Highways Act.

A secure communal and private cycle store would provide the required 52 cycle spaces (one per bedroom in accordance with the relevant standard). Additional detailed drawings would be required to demonstrate that acceptable access to the store and stands are provided, as recommended in the relevant condition in Section 1 of this report.

- Whether the loss of trees on the application site is acceptable

The proposal would result in the loss of 10 trees, most of which are considered to be C graded and three of which are B grade. One A grade tree, a yew that is considered to be 200 years old, is to be retained, and following the Tree Officer's initial comments on the proposal, the car parking layout has been amended to provide more soft ground around this tree and so ensure its future viability. Two ash trees are also identified for retention.

Since the Tree Officer commented on the scheme, the car parking layout has again been revised and this has resulted in a strip of ground that would have remained as soft ground in the previous layout now being provided as hard surfacing. While it may be possible to provide this using a no-dig methodology and permeable paving materials, it is considered essential that the Tree Officer's further comments be taken into account before this layout can be accepted. An arboricultural method statement will be secured by way of condition.

- Building sustainability

An energy statement has been provided with the application, which demonstrates how the scheme would comply with London Plan policies 5.2 and 5.3 in terms of Carbon Dioxide Emissions and Sustainable Design and Construction. On-site renewable and low-carbon energy sources are proposed, including a small CHP plant to be provided in the northern rear wing at ground floor level, and photovoltaic panels on the roof of the building.

- Protected wildlife

Buildings and trees within the Burnt Oak Register Office site were surveyed, including a preliminary inspection and a single follow-up emergence survey (a survey using

specialised detection equipment to ascertain whether bats are using the buildings and / or trees for roosting, feeding or 'commuting', undertaken during the warmer months when bats are active).

In compliance with policy DM16, an ecology survey of the remainder of the site should be carried out before any demolitions or tree felling takes place, including a second emergence / re-entry survey that should include the garage block as well as the Register Office buildings. One neighbour has commented that there are hedgehogs in the locality, and as the former ceremonial garden at the site provides potential for bird nesting and terrestrial species, it is agreed that the survey should also consider the potential and actual presence of these groups. A condition is recommended to provide biodiversity mitigation and improvements at the site, with native and wildlife friendly planting to be provided as part of the landscaping for the scheme.

- Other material considerations

An Unexploded Ordnance Report was submitted with the application. This included a survey of wartime records for the Borough of Hendon, and concluded that there is little to no likelihood of unexploded WW2 bombs or anti-aircraft shells at this site.

5.4 Response to Consultation

The issues referred to in neighbour letters are addressed in the above discussion. Consultation responses are summarised here:

Environmental Health:

- The reports submitted show that some contamination of soils has been found and a remediation strategy is recommended. A bespoke contaminated land condition is therefore recommended.
- The Air Quality Neutral Assessment submitted shows that the transport emissions generated are not "air quality neutral" and therefore on-site mitigation measures or emissions off-setting off site is required. A condition is recommended to achieve this.
- The standard Construction Method Statement condition is recommended, to prevent dust issues.
- The noise assessment by Cass Allen Associates shows that windows on the façade of the A5 will require acoustic glazing; bedrooms will require a very good performance. This is in addition to acoustically treated ventilation. This is down to very high noise levels due to traffic on the A5. A condition to ensure adequate noise mitigation (including glazing and ventilation). Residents on the A5 façade will have to keep their windows closed to ensure suitable internal noise levels and so the ventilation system chosen is very important – a type of whole house mechanical ventilation system may be necessary.

Lead Local Flood Authority:

- A sustainable drainage system will be required; a condition is recommended.

Highways:

- The application is recommended for approval, subject to conditions. Refer to discussion in 5.3 for further details. These are set out in this report.

Tree Officer:

- Supports application subject to adequate protection for existing trees and in particular the large yew tree. This has required amendments to the car parking layout. Refer to discussion in 5.3 for further details. (Further comment is awaited on the latest very recent changes to this layout).

Greenspaces:

- Comments awaited regarding section 106 sum for off-site provision of amenity and play space.

Historic England:

- The archaeological potential at the site is such that sufficient level of investigation should be demonstrated prior to permission being granted. Refer to discussion in 5.3 for further details. (Further comment is awaited on the additional information provided by the applicant).

6. Equality and Diversity Issues

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

7. Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for Approval, subject to conditions.

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LOCATION: St James Catholic High School

REFERENCE: 17/5329/FUL

WARD: Colindale

AGENDA ITEM 6
Received: 15 August 2017
Accepted: 18 August 2017
Expiry: 17 November 2017

APPLICANT: London Borough of Barnet

PROPOSAL: Redevelopment, reconfiguration and expansion of St James Catholic High School including. Part two, part three storey extension fronting Great Strand to provide a new 2 form entry primary school to accommodate the relocated Blessed Dominic School and a new sixth form and year seven block. Construction of a new school hall within the existing internal courtyard. Associated ancillary works

Recommendation: Approve subject to conditions

AND the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

Conditions

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

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

Architecture Drawings

General Arrangement First Floor Plan BDSJ-CAP-00-01-DR-A-061001 P01

General Arrangement Existing First Floor Plan BDSJ-CAP-00-01-DR-A-061101 P00

General Arrangement Second Floor and Lower Roof Plan BDSJ-CAP-00-02-DR-A-061002 P01

General Arrangement Ground Floor Plan BDSJ-CAP-00-GF-DR-A-061000 P02

General Arrangement Existing Ground Floor Plan BDSJ-CAP-00-GR-DR-A-061100 P00

General Arrangement Upper Roof Plan BDSJ-CAP-00-R0-DR-A-061003 P01

Land Ownership in Boundaries BDSJ-CAP-00-XX-DR-L-15-1020 P01
Planning Application Boundary BDSJ-CAP-00-XX-DR-L-15-1100 P01
General Arrangement Elevations BDSJ-CAP-00-ZZ-DR-A-062000 P02
Existing Elevations BDSJ-CAP-00-ZZ-DR-A-062002 P00
Existing Courtyard Elevations BDSJ-CAP-00-ZZ-DR-A-062101 P00
General Arrangement Sections BDSJ-CAP-00-ZZ-DR-A-063000 P01
Binstore Plan, Section and Elevations BDSJ-CAP-BS-ZZ-DR-A-060100 P01
General Arrangement Main Hall Elevations BDSJ-CAP-MH-ZZ-DR-A-062001
P02

External Works:

Planning Application Boundary BDSJ-CAP-XX-00-DR-L-15-1100 P01
Land Ownership in Boundaries BDSJ-CAP-XX-00-DR-L-15-1020 P01
Top of Field General Arrangement BDSJ-CAP-XX-00-DR-L-15-1101 P01
Ground Floor General Arrangement BDSJ-CAP-XX-00-DR-L-15-1102 P01
Planting Strategy 1 of 4 BDSJ-CAP-XX-00-DR-L-15-1200 P01
Planting Strategy 2 of 4 BDSJ-CAP-XX-00-DR-L-15-1201 P01
Planting Strategy 3 of 4 BDSJ-CAP-XX-00-DR-L-15-1202 P01
Planting Strategy 4 of 4 BDSJ-CAP-XX-00-DR-L-15-1203 P01
Tree Retention and Protection Plan 1 of 2 BDSJ-CAP-XX-00-DR-L-15-1250
P01
Tree Retention and Protection Plan 2 of 2 BDSJ-CAP-XX-00-DR-L-15-1251
P01
Site Section A BDSJ-CAP-XX-00-DR-L-15-1900 P01
Site Section B&C and Ramp Section Sections BDSJ-CAP-XX-00-DR-L-15-1901
P01
Site Lighting Planning Drawing Sheet 1 of 2 BDSJ-CAP-00-0-DSP-ES-610-010 P1
Site Lighting Planning Drawing Sheet 2 of 2 BDSJ-CAP-00-0-DSP-ES-611-010 P1

Supporting Documents

Planning Statement by GL Hearn
Air Quality Assessment by Regional Enterprise Ltd Consultancy;
Bat Survey Report September 2015 by Capita
Design and Access Statement by Capita;
Drainage Report by Capita;
Energy Statement by Capita;
Flood Risk Assessment by Capita;
Ground Investigation and Assessment by Capita;
Planning Statement by GL Hearn;
Preliminary Ecology Statement by Capita;
Landscaping Strategy by Capita;
Noise Impact Assessment by Capita;
Remediation Strategy by Capita;
Transport Assessment and Travel Plan by Capita; and
Tree Survey by Capita.
Construction Management Plan by John Graham Construction Ltd

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the

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

3. Notwithstanding the details shown on the plans, no above ground works shall be undertaken unless and until:

(a) 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; and

(b) where appropriate, a sample brick panel shall be constructed on site or a location to be agreed, inspected 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.

4. Prior to the first occupation of the development, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out and constructed in accordance with the approved details.

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.

5. Prior to the first occupation of the development, parking spaces shall be provided in accordance with the approved drawings. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

6. Prior to the first occupation of the development a Car Parking Management Scheme shall be submitted to and agreed in writing by the Local Planning Authority.

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.

7. Prior to the first occupation of the development, the proposed cycle parking and cycle storage facilities shall be installed in accordance with the approved plans and such spaces shall be permanently retained thereafter.

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.

8. Before the development hereby permitted is occupied; details to show access and egress arrangements, pedestrian walkways and visibility splays are to be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full in accordance with the approved details.

Reason: To ensure that the access is satisfactory in terms of highway safety 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.

9. The development shall accord with the provisions contained within the submitted Construction Management Plan by John Graham Construction Ltd dated 21 November 2017, except as otherwise agreed in writing by the Local Planning Authority.

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 policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

10. Before the development hereby permitted is first occupied, full details of the electric vehicle charging points to be installed in the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 10% active and 10% passive spaces. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be permanently 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.

11. b) Where remediation of contamination on the site is required completion of the remediation detailed in the approved document Phase 2 Ground Investigation & Assessment June 2017 shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS

NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2016.

12. a) Prior to the installation of all extraction and ventilation equipment, details of all such equipment, including a technical and acoustic report shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. The report shall include all calculations and baseline data as well as an acoustic report from a competent acoustic consultant and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

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

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

14. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development shall not be occupied until details are submitted to and approved in writing by the Local Planning Authority which specify the details of boundary treatments to be installed within the development. These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details prior to the first occupation of the development and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

15. All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and

seeding seasons following the completion of each phase of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which, within a period of 5 years from the completion of the development, dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased, shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to, any variation.

Reason: To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policies CS7 of the Core Strategy (2012) and DM16 of the Development Management Policies (2012).

16. The development shall be carried out in strict accordance with the provisions and tree protection methods outlined in the submitted Arboricultural Method Statement by Capita dated July 2017.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with policies CS5 and CS7 of The Core Strategy (2012) and DM01 of the Development Management Policies (2012).

17. 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 unless previously approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

18. Notwithstanding the provisions of Part 32, Class A to schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that order) no extensions to the school hereby permitted shall be erected without express planning permission first being obtained.

Reason: To enable the local planning authority to retain control over these matters in the interests of controlling the intensity of use.

19. Within 9 months of first occupation of the new school buildings, certification demonstrating compliance with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of community safety in accordance with London Plan Policy 7.3, London Borough of Barnet's Local Plan Policy CS12 of Core Strategy (September 2012) and Policy DM02 Development Management Policies (September 2012).

20. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

21. Prior to the first occupation of the new school buildings hereby approved a School Travel Plan (STP) that meets the most recent Transport for London School Travel Plan criteria shall be submitted to and approved in writing by the Local Planning Authority. The submitted STP shall set out the school's transport policy to incorporate measures to reduce trips to school by the private car and encourage non car modes such as walking, cycling and public transport. The School Travel Plan shall include the appointment of a School Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The development shall be occupied and managed in accordance with the STP approved under this condition. Monitoring of the approved STP shall be completed in line with Transport for London's 'standardised approach to monitoring' with consultation completed with pupils and their families, staff, Governors and other stakeholders within 6 months of the occupation of the development and an annual 'hands up' survey with staff and pupils completed within 3 months of occupation of the development and annually thereafter.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies CS9 and DM17 of the Barnet Local Plan.

22. Prior to the first occupation of the new school buildings the developer must enter into a S278 agreement to deliver the highway improvements identified in the PERS audit, the extent of which works shall be agreed in writing by the Local Planning Authority. The improvements shall be carried out prior to occupation at the applicant's expense.

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.

23. No works on public highway including creation of new accesses or removal of existing accesses as a result of the proposed development shall be carried out until

the detailed design drawings have been submitted and approved by the highway authority. Works shall be carried out under S278 of the Highways Act and in accordance with the approved plans. The development shall not be occupied until the highway works approved by the Planning Authority are fully implemented and any consequential damage to public highway as a result of the proposed development is made good at the applicant's expense.

Reason: To ensure that the works on public highway are 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.

24. Notwithstanding the content of plans hereby approved, prior to the first occupation of the new school buildings, details comprising a scheme of measures to enhance and promote biodiversity within the development shall be submitted to 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 development is first used.

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 2015.

25. Prior to the first occupation of the new school buildings a full Delivery Service Plan (DSP) shall be submitted to and agreed 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.

26. No development of the Artificial Grass Pitch of Multi Use Games Area shall take place until details of the surface design of the Artificial Grass Pitch and Multi Use Games Area has been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The Artificial Grass Pitch and Multi Use Games Area shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy.

27. No development of the Artificial Grass Pitch of Multi Use Games Area shall take place until a scheme setting out the type, design, lux levels and measures to control glare and overspill light from sports lighting, and measures to ensure sports lights are switched off when not in use, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall accord with Sport England's "Outdoor Sports Lighting" Briefing Note published in 2012 and FA technical standards. The lighting plan shall also be accompanied by a statement from a qualified ecologist confirming that the proposed lighting plan will not

adversely affect bats or other wildlife. After commencement of use of the sports facilities the sports lighting shall be operated in accordance with the approved scheme

Reason: To balance illuminating the sports facility for maximum use and benefit to sport with the interest of amenity and sustainability and to ensure that any protected species present are not adversely affected by the development in accordance with Policies DM01, DM04 and DM16 of the Development Management Policies (2012).

28. Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to Artificial Grass Pitch, Multi Use Games Area and ancillary facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

INFORMATIVE(S):

1 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

2. In complying with the contaminated land condition parts 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

3. The applicant is 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 Sustainable Design and Construction Supplementary Planning Document 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 30dB(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(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on 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) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

4. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance: Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

5. The report submitted to the LPA should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance - Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007); 5) The report should also have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

6. The applicant is advised to engage a qualified kitchen extraction consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory smoke and odour control. Please note that:

- Flue(s) must be 1.5 m* above eaves or any open able windows in the vicinity (within 20 metres of the flue) if there are sensitive premises in the vicinity. The final discharge must be vertically upwards. There should be no hat or cowl on the top of the flue. If flues are to be attached to neighbouring noise/vibration sensitive premises they must incorporate anti-vibration mounts, flexible couplings and silencers. *If the flue is in a Conservation area then this height may be reduced to 1m above eaves.

- 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: DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (DEFRA, January 2005); DEFRA Odour Guidance for Local Authorities (DEFRA, March 2010). Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

7. The applicant must submit an application under Section 184 of the Highways Act (1980) for all the proposed vehicular accesses. The proposed access design details, construction and location will be reviewed by the Development Team as part

of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section –Development and Regulatory Services, London Borough of Barnet, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

8. For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

9. The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of construction traffic movements. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works. The applicant is advised that photographic records should be kept of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

10. The applicant is advised that any street furniture or lighting column affected by the proposed works would be relocated under a rechargeable works agreement by the Council's term contractor for Highway Works. You may obtain an estimate for this work from Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

11. The applicant is advised that the proposed development may involve alterations to the existing on-street waiting and loading restrictions. Alterations to on-street waiting and loading restrictions will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.

12. 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 38 Agreement under the Highways Act 1980.

13. 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.

14. The applicant is advised that the design and layout of the facilities should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to Artificial Surfaces for Outdoor Sport.

15. The applicant is advised that the pitch should be tested in accordance with The FA standard code of rules and be registered on the FA Register for 3G Football Turf Pitches.

16. Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

1. MATERIAL CONSIDERATIONS

1.1 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 and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

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.

National Planning Policy Framework

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.

In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

London Plan

The London Plan is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). In March 2016, the Mayor published (i.e. adopted) the London Plan 2011 consolidated with: the further alterations to the London Plan published in March 2015, the Housing Standards Minor Alterations to the London Plan published in March 2016 and the Parking standards Minor Alterations to the London Plan published in March 2016.

The London Plan policies (arranged by chapter) most relevant to the determination of this application are as follows:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.2 (London and the Wider Metropolitan Area)

2.7 (Outer London Economy)

2.8 (Outer London Transport)

2.13 (Opportunity Areas and Intensification Areas)

2.18 (Green Infrastructure: The Multi-Functional Network of Green and Open Spaces)

London's People:

Policy 3.1 (Ensuring equal life chances for all)

Policy 3.6 (Children and young people's play and informal recreation facilities)

Policy 3.16 (Protection and Enhancement of social Infrastructure)

3.18 (Education facilities)

Policy 3.19 (Sports facilities)

London's Response to Climate Change:

5.1 (Climate Change Mitigation)

5.2 (Minimising Carbon Dioxide Emissions)

5.7 (Renewable Energy)

5.10 (Urban Greening)

5.11 (Green Roofs and Development Site Environs)

5.12 (Flood Risk Management)

5.13 (Sustainable Drainage)

5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach)

6.2 (Promoting 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)

6.13 (Parking)

London's Living Places and Spaces:

7.4 (Local Character)

7.6 (Architecture)

7.8 (Heritage assets and archaeology)

7.14 (Improving Air Quality)

7.15 (Reducing and Managing Noise)

7.18 (Protecting Open Space and addressing deficiency)

- 7.19 (Biodiversity and Access to Nature)
- 7.21 (Trees and Woodlands)

Mayoral Supplementary Guidance

Sustainable Design and Construction (April 2014)

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development.

The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

Accessible London: Achieving an Inclusive Environment (October 2014)

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

Planning for Equality and Diversity in London (October 2007)

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

All London Green Grid (March 2012)

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

The control of dust and emissions during construction and demolition (July 2014)

The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM₁₀ and PM_{2.5} from construction and demolition activities in London.

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 which were both adopted on 11 September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

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)

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 integrated community facilities and uses)

CS11 (Improving health and wellbeing in Barnet)

CS13 (Ensuring the efficient use of natural resources)
CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM04 (Environmental considerations for development)
DM13 (Community and education uses)
DM15 (Green Belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

Supplementary Planning Documents and Guidance

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

Local Supplementary Planning Documents and Guidance:
Sustainable Design and Construction SPD (April 2013)

1.2 Key Relevant Planning History

17/2189/FUL - Provision of access for construction vehicles and school deliveries from Grahame 4.3Park Way and the relocation of the existing staff/visitor car park to a temporary location. New temporary reception area adjacent to the temporary car park and the demolition of the existing Caretakers house. 09/08/2017

H/00353/10 - Single storey infill extension to school. The application was approved subject to 4.6conditions: 05/03/2010.

H/01007/08 - Infill of existing external courtyard to create enlarged school common room. The 4.7application was approved subject to conditions: 18/06/2008.

W01731LC/07 - Two storey extension to provide enlarged dining hall, sixth form facilities and dance 4.8studio. The application was approved subject to conditions: 11/02/2008.

W01731JP/03 - Lowering level of land and construction of a synthetic turf pitch, with sports fencing 4.9and floodlighting, pavilion, access road, parking, perimeter fencing and soft landscape scheme. This application was approved subject to conditions: 17/04/2003.

W01731JG/02 - Formation of all-weather playing pitch with associated fencing and floodlighting and 4.10provision of single storey changing room building. This application was approved subject to conditions: 04/12/2002.

W01731JB/01 - Formation of all-weather playing pitch with associated fencing and flood-lighting, 4.11 and provision of new changing room facility to replace pitch, required to be provided by legal agreement entered into upon planning permission Ref. W01731GB issued 18.12.95. This application was approved subject to conditions: 27/02/2002.

W06810J - Erection of two single storey temporary classroom units. This application was approved 4.12 subject to conditions: 24/05/1996.

W06810H - Provision of secondary access to car park. This application was approved subject to 4.13 conditions: 19/03/1996.

W06810G - Single storey music block with outdoor performance area. This application was 4.14 approved subject to conditions: 14/02/1996.

W06810E - Erection of a new 2 storey teaching block and single storey gymnasium, re-siting of 4.15 existing temporary building, provision of new hard play areas and alterations to existing landscaping. This application was approved subject to conditions: 08/06/1995.

W06810D - Erection of building to form library and one classroom. This application was approved 4.16 subject to conditions: 07/07/1992.

W06810A - Extension to existing secondary school. This application was approved subject to 4.17 conditions: 22/04/1983.

W06810 - Filling and grading of land and formation of school playing fields. This application was 4.18 approved: 22/07/1981

W01731DS - Caretaker's House for proposed St. James R. C. High School. This application was 4.19 approved: 16/03/1977

1.3 Pre-application Consultation by the Applicant

The applicant engaged in pre application discussions with the London Borough of Barnet and also carried out pre planning public engagement in March 2017 with residents, parents and staff.

1.4 Public Consultations by the Council and Views Expressed

Public Consultation

525 local residents were consulted on the planning application by letter on 18th September 2017. The application was advertised in the local press on 22 August 2017 and site notices were put up on site on 24 August 2017. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements

of national planning legislation and the Council's own adopted policy.

Public Representations

As a result of the consultation, a total of 1 response has been received. The response is in objection to the proposal.

The comments raised are as follows:

'I object to this proposal as if it goes ahead the roads and pavements etc will be far too overcrowded. The area can barely cope now and the thought of a primary school being built onto this site fills me with horror. How on earth will the infrastructure cope?'

Officer Comment

The above representation has been taken into account in the officer assessment, which form part of the report below.

Elected Representatives.

No comments received.

Consultation responses from neighbouring associations other non-statutory bodies.

No comments received from these bodies.

Consultation Responses from Statutory Consultees

Sport England

Sport England –Statutory Role and Policy

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in the light of the National Planning Policy Framework (particularly Para 74) and Sport England's policy on planning applications affecting playing fields 'A Sporting Future for the Playing Fields of England' (see link below): www.sportengland.org/playingfieldspolicy

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one or more of the five exceptions stated in its policy apply.

The Proposal and Impact on Playing Field

The proposed development intends to construct a Multi-Use Games Area (MUGA), Artificial Grass Pitch (AGP), mounding and peace garden which would result in the loss of almost all the southern playing field.

Assessment against Sport England Policy

This application relates to the provision of a new indoor/outdoor sports facility or facilities on the existing playing field at the above site. It therefore needs to be considered against exception E5 of the above policy, which states:

- E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.

I have therefore assessed the existing and proposed playing fields against the above policy to determine whether the proposals meet exception E5.

The proposed development would result in the loss of almost the whole of the southern playing field and, therefore, the loss of the existing/past playing pitches on that playing field. This would result in two playing pitches of the same size as the existing not being able to be accommodated and the proposed facilities would restrict the flexibility for other sports to be marked out on the site in the future. The London Borough of Barnet's Playing Pitch Strategy (PPS), however, indicates that there is a need for AGP's within the borough and highlights this proposal when discussing AGP/football provision, although the Action Plan does not refer to a new AGP at this site. Notwithstanding the loss of both existing playing pitches, one senior and two/four smaller pitches on the AGP would result and the floodlighting would allow greater use of the facility into the evenings. It is also noted that the Football Foundation and Middlesex FA have now removed their objection to the scheme. The proposed AGP and MUGA, the latter would be floodlit, appear to broadly meet Sport England/FA design requirements and would have a shock pad that would enable rugby use of the proposed AGP. However, as previously noted, detail regarding the proposed surfacing, the management and maintenance, including the provision of sink fund, and floodlighting are still not clear at this stage. The community use of the facility also has not been secured. Sport England considers, however, that these matters can be addressed through the discharging of conditions to any approval.

Conclusions and Recommendation

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to broadly meet exception E5 of the above policy. The absence of an objection is subject to the following conditions being attached to

the decision notice should the local planning authority be minded to approve the application:

1. *No development shall commence until details of the surface design of the Artificial Grass Pitch and Multi Use Games Area has been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The Artificial Grass Pitch and Multi Use Games Area shall not be constructed other than in accordance with the approved details.*

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy .

Informative: The applicant is advised that the design and layout of the facilities should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to Artificial Surfaces for Outdoor Sport.

Informative: The applicant is advised that the pitch should be tested in accordance with The FA standard code of rules and be registered on the FA Register for 3G Football Turf Pitches.

2. *No development shall commence until a scheme setting out the type, design, lux levels and measures to control glare and overspill light from sports lighting, and measures to ensure sports lights are switched off when not in use, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall accord with Sport England's "Outdoor Sports Lighting" Briefing Note published in 2012 and FA technical standards. After commencement of use of the sports facilities the sports lighting shall be operated in accordance with the approved scheme*

Reason: To balance illuminating the sports facility for maximum use and benefit to sport with the interest of amenity and sustainability and to accord with Development Plan Policy.

3. *Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to Artificial Grass Pitch, Multi Use Games Area and ancillary facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement."*

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy .

Informative: Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For

artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate

If you wish to amend the wording of the recommended conditions, or use another mechanism in lieu of the conditions, please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

Should the local planning authority be minded to approve this application against the recommendation of Sport England; then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009 the application should be referred to the Secretary of State via the National Planning Casework Unit.

There is a free online resource from Sport England (Use Our School) that offers further guidance and information for local authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. 'Use Our School' can be accessed here; www.sportengland.org/useourschool

Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

Officer Comment:

Sport England have subsequently advised that they have no objection to the alteration of the trigger points for conditions 1 & 2 from prior to commencement to prior to the erection of the AGP and MUGA.

Thames Water (TW)

Waste Comments

Surface Water Drainage - 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 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 groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Internal Consultation responses

Urban Design

No objections raised detailed comments incorporated in officer report below.

Transport and Regeneration

No objections subject to appropriate conditions. Detailed comments incorporated in officer comments below.

Environmental Health

No Objections raised subject to the attachment of appropriate conditions regarding construction method extraction, noise mitigation and contamination.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

The site currently comprises St James Catholic High School; a 6FE mixed sex secondary school with 900 pupils, 218 sixth form students and 130 FTE members of staff.

The School is located off Great Strand, within the London Borough of Barnet and encompasses an area of 5.7ha. The school buildings are concentrated in the centre of the site, with two elevated plateaus containing the sports fields to the north and south. Open space is restricted to the north and south ends of the site, beyond the embankments flanking the plateaus, and is where much of the existing vegetation can be found.

Vehicular and pedestrian access to the site is gained from Great Strand. Towards the south of the buildings is a parking area with capacity for 100 vehicles. The site is bound to the north by Corner Mead; to the east by Grahame Park Way; to the south by a five aside football pitch off Great Strand; and to the west by Great Strand.

The area immediately surrounding the site is predominantly residential, with two, three and four storey properties located along Great Strand. Residential properties overlook the site from the western side.

There is a mix of uses located towards the south eastern corner of the site, most notably the Royal Airforce Museum is located just off Grahame Park Way. Colindale Police Station and a series of shops and restaurants are located approximately 375m south of the site, accessed via Grahame Park Way and Aerodrome Road.

The school is located approximately 820m north east of Colindale Underground Station, operating on the Northern Line. Mill Hill Broadway Train Station, operating Thameslink services to Sutton, Luton, St Albans and Seven Oaks, is located approximately 1.3km north of the school.

2.2 Description of the Proposed Development

The proposed description of development is:

“Redevelopment and reconfiguration of St James Catholic School to support the expansion of the school, and to accommodate for the relocation of Blessed Dominic Primary School onto the school site. Construction of a new Hall within an internal courtyard and the erection of a new school building fronting onto Great Strand.”

The following section sets out the details of the proposed development. For further information, 5.1 please refer to the Design and Access Statement prepared by Capita.

The proposed description of development is:

“Redevelopment and reconfiguration of St James Catholic School to support the expansion of the school, and to accommodate for the relocation of Blessed Dominic Primary School onto the school site. Construction of a new Hall within an internal courtyard and the erection of a new school building fronting onto Great Strand.”

The proposed works would provide for an additional 3847.4 sqm of D1 floorspace incorporating the relocated Blessed Dominic Primary School along with extensions and alterations to the St James’s School accommodation. This would be provided in the form of two adjoining buildings, ; a three-storey building for St James’, and a recessed two-storey building for Blessed Dominic Primary School. The proposed development also includes the relocation of the existing St James’ School Hall, which will be placed in the centre of the school building.

The proposed expansions would also allow for the expansion of the number of pupils at both these schools. Blessed Dominic would increase from a 1.5 to a 2 form entry. St James would also have a 2 form entry expansion as illustrated by the following tables.

St James’ Catholic High School Expansion		
	Existing	By 2022
Pupils	900	1200
Sixth Form Pupils	200	300
Staff (FTE)	130	156

Table 3: St James’ Catholic High School Expansion

St James Catholic High 156 FTE members of staff.

Blessed Dominic Primary School Expansion		
	Existing	By 2020
Pupils	315	420
Nursery Pupils	24	52
Staff (FTE)	54	66

Table 4: Blessed Dominic Primary School Expansion

The application also proposed alterations to the landscaping around the school, providing a new primary school playground, seating areas around the proposed sixth form block along with the creation of a new all-weather full sized 3g pitch predominately for the secondary school, and smaller MUGA incorporating 5 a side football, mini tennis and basketball for the primary school.

Changes post Submission

The applicant has made some changes to the proposed 3G pitch incorporating floodlighting to address the Sport England objections.

3. PLANNING CONSIDERATIONS

3.1 Principle of Development

School Buildings

Section 14 of the Education Act 1996 (the 1996 Act) places a general duty on local authorities to secure sufficient schools for providing primary and secondary education for their area. Schools available will be sufficient if they are sufficient in number, character and equipment to provide all pupils with appropriate education. Subsection (3A) requires a local authority to exercise its functions under this section with a view to securing diversity in the provision of schools and increasing opportunities for parental choice.

In relation to planning law Paragraph 72 of the NPPF advises that:

‘The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- Give great weight to the need to create, expand or alter schools; and
- Work with schools promoters to identify and resolve key planning issues before applications are submitted.’

In terms of regional guidance London Plan Policy 3.18 advises that:

‘Policy

A The Mayor will support provision of childcare, primary and secondary school, and further and higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice, including in parts of London with poor educational performance.

B The Mayor strongly supports the establishment of new schools, including free schools and opportunities to enable local people and communities to do this.

Planning decisions

C Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. Those which address the current and projected shortage of

primary school places and the projected shortage of secondary school places will be particularly encouraged. Proposals which result in the net loss of education facilities should be resisted, unless it can be demonstrated that there is no ongoing or future demand

D In particular, proposals for new schools, including free schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.

E Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged.

F Development proposals that encourage co-location of services between schools and colleges and other provision should be encouraged in order to maximise land use, reduce costs and develop the extended school or college's offer. On-site or off-site sharing of services between schools and colleges should be supported.

G Development proposals that co-locate schools with housing should be encouraged in order to maximise land use and reduce costs.'

In terms of local Policy. Policy DM13 advises in relation to new community or educational uses that:

'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.'

In terms of the need for secondary school places along with many parts of London, Barnet has seen an unprecedented growth in demand for school places. Children in the additional primary school places that have been provided in Barnet since 2009 will require a secondary school place at the end of the primary phase. The borough is already operating at almost full capacity in the secondary sector.

GLA projections indicate that between 18- 20 forms of additional entry at the secondary sector will be required to meet demand through to the beginning of the next decade. The need for more secondary provision is proposed to be met by a combination of school expansions and free school applications. The provision of additional forms of entry at St James Catholic High School would contribute towards meeting this requirement.

Sports Facilities and Playing fields.

The existing sports provision at St James High School is split between the northern and southern field plateau's. On the northern field lies a full size rugby pitch and during the summer months it is used for athletics. On the southern field there is a full size football pitch. Both sports fields are accessed by a set of steps with the southern field having to be accessed through the existing school car park first. Currently there is no ramped access to these sports fields which means access for all is not achieved.

Due to the primary school being relocated onto the secondary school site, a degree of the southern sports field will be given over to the primary school for use as a playground. However, the proposals aim to maximise the remaining space as use for sports. The sport improvements will include;

- A new 3G all weather pitch that will be used by both the primary and secondary school.
- Associated training area for lessons
- A new MUGA for the primary school.
- Improved access to both the northern and southern plateau's
- Relocation and improved surface for the existing basketball court.
- Introduction of community use of certain sport facilities which will be used outside of school hours.
- Proposed MUGA area in KS2 playground.
- Dedicated sports equipment storage.

The proposed 3D pitch includes the provision of a shock absorber to maximise the number of sports which can be played on the pitch including rugby. The originally submitted plans proposed the installation of ducting for future lighting, however the plans have been amended post submission to incorporate flood lighting in order to overcome Sports England objections.

Overall it is considered that the marginal reduction in the size of the southern playing field is adequately covered by the proposed improvements to the sporting facilities outlined above. This is confirmed by Sports England who have raised no objection subject to the attachment of appropriate conditions.

3.2 Design

High quality design underpins the sustainable development imperative of the NPPF 2012, as well as London Plan (2016) chapter 7 'London's Living Places and Spaces', in particular policies 7.6 'Architecture' and 7.7 'Location and Design of Tall and Large Buildings'. In addition, Barnet Core Strategy DPD (2012) policies CS NPPF, CS1 and CS5 as well as Development Management Policies DPD (2012) DM01, DM02, DM03, DM05.

Height, bulk, scale and massing

The proposed buildings are in the form of a simple linear block running along the existing school frontage facing west along Great Strand. The two schools are distinguished as the two storey Primary School and the taller three storey High School extension.

In addition to these building, the application proposes the erection of the new St James Assembly Hall in the centre of the building, within an existing courtyard. This structure would measure 5m in height, providing sufficient height for tiered seating while minimising the massing the hall when viewed from surrounding school buildings.

The proposed scale and massing of the buildings as proposed are considered proportionate to the existing school buildings and prevailing pattern of development in the locality with four storey blocks of flats being located immediately to the west of the site and would be in keeping with the character and appearance of the surrounding area.

Layout and Materials

The positioning of the proposed school buildings have been informed by the goal of optimising as much space as possible for playspace, sports pitches and car parking. The orientation of the new build also enables external playspace to be sheltered from Great Strand; reinforcing safety through design.

St James' Sixth Form will be located on the ground floor of the new build; projecting a strong presence and active frontage. The first and second storey of the building will contain year 7 classrooms.

The two-storey Primary School building will comprise Foundation, Nursery and Reception classrooms on the ground floor, which will be directly accessed from the street frontage. Key Stage 2 classrooms on the second floor will be accessed via a new access ramp being stalled on the existing embankment on Great Strand. The use of multiple access points will limit pressure on the Great Strand frontage.

Materials

The proposed design uses predominantly a STO insulated render system and brickwork throughout, making use of the system's extensive colour offering to integrate an agreed range of colours into the window-banding of the facades and particularly around the nursery entrance. A brick plinth roots the render system, providing a robust junction with the ground plane.

The new Saint James' Assembly Hall uses a similar composition of insulated render broken down into pale shades running in vertical to accentuate the height of the storey-and-a-half structure. A brickwork plinth, this time 2m high, separates the render from the courtyard ground plane. A vertical strip of glazing articulates the junction between new and existing.

The frontage of St James' will also be made good, works including:

- Removing existing fascia film, cleaning generally;
- Preparing and applying 'Renolt Reface ' (by Metamark) type renovation film to high level fascia;
- Preparing and repainting external soffit boards;
- Preparing and repainting patent glazing. Applying obscure film to lower glazed panel; and
- Application of StoRend Flex Cote to existing brickwork facade (StoLevell levelling coat, StoArmat Calssic reinforcing coat, STO glass-fibre reinforcing mesh embedded into latter, Stolit finish render).

- Contrasting colour treatment in the external finish of the facades reinforces the separate identities. Consistent use of materials and a graduated colour palette maintains cohesiveness.

The proposed layout and detailed design of the proposed school buildings is considered acceptable, resulting in a legible layout and design which would provide for a robust road frontage, incorporating substantial areas of brickwork softened by appropriate use of colour to provide a softer appearance more welcoming to younger pupils.

3.5 Amenities of Neighbouring and Future Residents

Part of the 'Sustainable development' imperative of the NPPF 2012 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity is a consideration of London Plan 2016 policy 2.6 'Outer London: Vision and Strategy' and is implicit in Chapter 7 'London's Living Places and Spaces'. In addition Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance.

Privacy, overlooking and outlook

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

All of the proposed buildings are located over 21m from the closest residential properties located to the west of the site on the opposite side of Great Strand. As such it is not considered that the proposed new school buildings would result in any demonstrable loss of privacy or outlook to these properties.

Noise and general disturbance

It is anticipated that a level of noise would be generated from the development during the hours of use of the school. However the site is already in use as a school and as such noise of this nature already exists. In this instance it is therefore not considered to be such that it would be detrimental to the amenities of surrounding occupiers and users and would not justify a refusal of planning permission.

Conditions are attached requiring the attachment of conditions covering construction management and noise from plant in order to minimise disturbance to neighbouring residential properties.

Air quality

In respect of air pollution, the applicant has submitted an air quality assessment which concludes that the development would be air quality neutral as it involves the relocation of 2 close existing schools onto a single site. While some increase in

pupil numbers will arise this will be balanced out by the introduction of an improved sustainable travel plan.

Daylight and Sunlight

The application proposals are accompanied by a daylight sunlight assessment which demonstrates that the proposal would not result in any demonstrable impact on daylight/ sunlight levels to adjoining residential properties in accordance with the criteria contained within the Building Research Establishment (BRE) Daylight/ Sunlight Guidelines.

3.6 Transport, highways and parking

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 and more environmentally friendly transport networks, require 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. Other sections of Policies DM17 and CS9 seek 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.

Pedestrian and Cycle movement

Pedestrian and cycle access is available at the north eastern edge of the development. Footways around the school are between 1.4 and 1.8m wide. The submitted application proposes no changes to the surrounding pedestrian and cycle network.

A PERS audit has been undertaken, which assess 17 links surrounding the school. It highlights a number of issues with substandard footways (in terms of quality, provision and width) and generally poor provision for pedestrian movement. It's expected that the upgrade to pedestrian and cycle facilities will be delivered via the surrounding regeneration projects as depicted in the Colindale AAP.

Although the surrounding area will have significantly upgraded pedestrian facilities in the near future, Great Strand falls outside of the AAP/Grahame Park estate regeneration area, therefore pedestrian upgrade facilities will be required in connection with this application. These details were agreed during pre-application discussion.

The need for upgrades to pedestrian facilities around the site is highlighted by the lack of foot way sections of each side of Great Strand (for its entirety), the alleyway behind the houses at the northern end of Great Strand and no pedestrian facilities on the developments northern boundary with Corner Mead. Upgrades to pedestrian facilities around the application site are proposed and will be delivered as part of the S278 agreement.

PTAL and Public Transport

The PTAL is 1b (poor) with bus available as the only public transport mode available within the PTAL calculation area. Three bus routes serve the development, they are the 204, 186 and 303. Colindale tube station is approximately 1100 from the school (14min walk) which is outside of the PTAL calculation area although is likely to be used by staff and students. It is considered that there is sufficient capacity on the surrounding public transport network to sustain the up lift in pupil and staff movements associated with this application.

Parking

The development is not located in a controlled parking zone at present however there are parking restrictions planned for this area in the near future.

A total of 128 car parking spaces are provided across the two schools. These are broken up to 33 for Dominic Catholic Primary School (27 which are provided on the existing site and an additional 6 car parking spaces) and 95 (79 existing and an additional 16) car parking spaces for St James' Catholic High School will be provided once fully operational in 2022.

All of the staff parking associated with the proposed development will be accessed from Grahame Park Road, visibility splays have been provided to show the access meets these criteria. These proposals will reduce the impact of traffic on Great Strand and the junction Great Strand and the junction of Grahame Park Road.

The access will be from the location of the current temporary access, there are minor differences between the two accesses, the main one being that the southern kerb line will be moved further south and a pedestrian island will be placed in the access.

Swept paths have been submitted to show vehicle's entering and exiting the access in a forward gear, the submitted swept paths also show vehicles successfully manoeuvring around the car park and being able to turn into and out of spaces in all sections of the parking area.

No details of electric charging points in the submission. It is expected that the demand for electric charging facilities to be monitored via the travel plan and facilities provided in line with required demand.

The London Plan states that for workplaces, 1 space is to be provided for each disabled employee with 5% of total car park capacity for disabled visitors with a further 5% for future provision. This has been provided.

The possibility of the implementation of on street parking restrictions in the surrounding area will remove the current trend in commuter parking on the surrounding highway network and provide further kerb side opportunities for vehicles associated school drop off and collection. These proposals do not form part of this application, however the introduction of parking restrictions in the surrounding area will benefit future users of the school and local residents significantly. The restrictions will be in operation by the time of both of the school's first occupation.

Parking surveys have been submitted which show that there is a suitable level of available curb side space for vehicles associated with drop off/collection. Site visits have shown that parking demand is high on Great Strand with very little available on street parking availability. The future parking restrictions should significantly reduce kerb side parking stress around the development.

The improved drop off facilities will reduce the likelihood of congestion on Great Strand, in turn reducing the perceivable impact of the above proposals.

Eighty eight cycle parking spaces have been proposed across the two schools which is in line with London plan minimum levels. The Schools travel plan will access the demand and provide cycle parking in line with monitored demand.

Scooter parking should be monitored in a similar way. Scooters are an effective and time efficient way of enabling young children to access active travel in primary and infant school.

Cycle parking facilities should be convenient, secure and weather proof. Staff and student cycle parking should be segregated. Changing and storage facilities should be provided for staff to facilitate a genuine modal shift toward cycle usage.

Modal split/ Trip generation

No staff travel data was collected for either school. A robust and ambitious school travel plan should look to make sustainable and active travel accessible and attractive to staff. The site has low PTAL score and is not within a CPZ there for the likelihood that staff use private vehicles to access the schools is high. It should be noted that the majority of teachers will be in school by the time the AM peak starts, and not leave the school during the Schools PM peak hour operation period. Therefore the impact of teacher generated trips will be minimal. The reduced impact by staff vehicle trips is supported by the removal of staff trips from Great Strand and relocation on to Grahame Park Road.

St James undertook a pupil travel survey in May 2014, the survey had a 91% participation outcome. The survey gave the following modal split for existing pupils of St James.

Mode	Percentage	Extra Trips
Car passenger	22%	68
Car driver	2%	6
Car Share	5%	16
Walk	12%	37
Cycle	0%	1
Bus	24%	74
School Bus	31%	96
Rail	0%	0
Taxi	1%	3
Park and Stride	3%	10
Park and Ride	0%	0

A pupil travel survey was undertaken in April 2016, the survey had a 99% participation outcome. The survey gave the following modal split for the pupils of Blessed Dominic.

Mode	Percentage	Extra trips
Car passenger	29%	33
Car share	2%	3
Park and Stride	4%	5
Tube	1%	2
Bus	7%	8
School Bus	1%	1
Cycle	1%	1
Buggy	4%	5
Scooter	2%	3
Walk	53%	61

This application benefits from the existing close proximity of the primary school which enables a vast number of the schools existing trips to be incorporated on the sites surrounding highway network.

Also the percentage increase of students/ staff is not of a significant amount. The surrounding highway network has been modelled the following junctions have been considered

- Grahame Park Way/Aerodrome road/ Colindale Avenue/ Eagle drive round about.
- Grahame Park Way/ Lanacre Avenue priority.
- Grahame Park Way/ Great Strand Priority.
- Grahame Park Way/ Bunns Lane Mini Round about.

Traffic flows has been factored for 2019 and 2024 the impact of the schools relocation and expansion equates to between 2% and 22% of the total flows on the above junctions. The junctions immediately serving the site obviously have the highest level of impact.

Modelling shows that the junctions are operating at capacity. These calculations take into account trip gen from Graham Park phase 1B and proposed signalisation of the junction of Grahame Park Way/ Lanacre Avenue. These proposed junction arrangements may promote some school traffic to navigate through Percival Ave/ Lower Strand.

To assess an absolute worst case all school traffic has been pushed through the junction of Great Strand and Grahame Park Way. In practise the result may be that vehicles may use Percival Ave/ Lower Strand which will reduce the impact on the two junctions, GPR/Lanacre Avenue being the other one, which bare the intensity of the majority of the two schools vehicular traffic. Improved permeability, way finding and public realm associated with the surrounding regeneration projects may also significantly reduce vehicular trips to both schools in the future.

Modelling also takes into account the alterations proposed at the junction of Bunn's lane (N&E) and Grahame Park Way. The growth figures show that the revised junction will be operating at capacity. The increase in trips associated with the above application will account for between 2% and 3% of AM and PM traffic flows on this section of the highway network.

It is also expected that the improvements to sustainable travel routes delivered via the AAP and Grahame Park Estate regeneration phase will help facilitate the school to reduce the use of private vehicles and further curtail the impact of the school on the operation of the surrounding highway network.

It's worth noting that as the Grahame Park Estate is redeveloped to higher levels of density the school will be attended by pupils from the immediately surrounding area and the attraction of private vehicle usage in association with the school will be significantly reduced. Start and finish times for each of the schools will be staggered to reduce the impact of the schools and spread associated trips out over a further elongated period.

Road Safety

An extensive assessment of recorded road accidents on the surrounding highway network has been undertaken between March 2011 and January 2016. There have been 48 minor incidents and three serious. In the study area as depicted in appendix B. No clear trends have emerged in terms of nature of accident or geographical location. It is worth noting that while the nature of accidents didn't follow any particular type of pattern there were a larger number of slight accidents which contained cyclists, which indicates that cycles are used more widely than the travel survey suggests.

Construction and Servicing

Detailed information relating to construction routing and trip generation are conditioned in the form of construction management and servicing management plans to ensure the inclusion of suitable forms of mitigation to reduce impact on the surrounding highway network and its users, through the inclusion of measures such as avoiding the am and pm school peaks.

A key objective of the construction management plan on this site should be to eliminate interaction between vulnerable road users and construction generated vehicle trips. The most direct route to the strategic highway should be also used.

S278-(Public Realm Works) including improvements in surrounding area

Changes to the access associated with the revised drop off facilities will require highway approval. The current temporary construction route on to Graham Park Road will also require construction to adoptable standards and adoption.

Upgrades as mentioned in the PERS audit will need to be incorporated along with public realm works as part of the proposed S278 works.

The applicant has submitted a PERS audit in support of the application. Following an assessment of this document and following an officer assessment of the roads

surrounding the site, the following improvements along with the indicative costings are considered necessary and will need to be secured under a S278 agreement.

Works	Cost	Benefit
Footway widening by 2m on eastern section of Great strand	£27,000	Provide adequate footway on a section of road which has narrow, over grown footway on only one side of the road
Improvements to footway, removal of vegetation and provision of lighting	£39,000 (does not include lighting figure)	The proposal will provide a suitable and safe link along a likely well used desire line. Currently the alley way between Great Strand and corner mead is overgrown dark and poor quality, as such it is currently an unsafe pedestrian facility
Provision of a 2.4m footway along the sites northern boundary on Corner Mead	£22,000 (does not include the footway build out on top of the redundant underpass)	Providing new and safe ped facility Currently there is not footway on the southern section of this section of highway(northern boundary of the site)
Provision of Ramp to facilitate movement between the separated levels	£51,000	Safely and comfortably facilitates the change in level for ped's, cycle's and mobility impaired persons between corner mead and the alleyway to the north of Great Strand.

The above package of works provides approximately 450m of new and improved public realm around the site for the use of sustainable modes of travel. These improvements are considered proportionate and necessary in order to mitigate the impact of the development.

3.7 Waste and Recycling

Although the NPPF does not contain specific waste policies, it does state that part of the environmental dimension to 'sustainable development' is waste minimisation (para 7). As part of London Plan 2011 Chapter 5 'London's Response to Climate Change' policy 5.17 seeks suitable waste and recycling storage provision in new developments as does the Barnet Core Strategy DPD 2012 policy CS14 which also promotes waste prevention, reuse, recycling, composting and resource efficiency over landfill.

A delivery and servicing management plan condition is attached to this approval, which would include details of proposed waste collection and recycling.

3.8 Energy, Sustainability, and Resources

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:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve zero carbon on new residential developments post 2016. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. The Further London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

Local Plan 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 Mayor's 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.

An Energy Report has been support of the application. The energy statement advises that the proposal would aim to meet the mayor's energy requirements predominately through the use of efficient building fabrics and materials along with the use of PV panels on the roof. Consideration was given to connecting into the proposed district heat and power network on Grahame Park, however due to the timescales involved in delivering this project are not incorporated into the energy strategy. Connections have however been put in place to enable the site to connect in the future if required.

The ventilation and cooling strategy has been defined based on the ventilation hierarchy of London Plan Policy 5.9 by prioritising the minimisation of internal heat gains, the use of passive measures where feasible, with low-energy artificial cooling used only as a last resort.

The energy and sustainability design strategies of this development are to be quantified via a BREEAM assessment with a target of Very Good, and by compliance with significantly improving upon Building Regulations Approved Document L2A (2013), *Conservation of fuel and power in new buildings other than dwellings* – the improvement is estimated to be at least 35%.

3.9 Landscaping, Trees and biodiversity

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2016 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

Trees

The previously approved advanced infrastructure works application involved the removal of 37 trees as follows:

Category	Number of trees
Category A	2
Category B	7
Category C	25
Category U	3
Total	37

The current application is accompanied by an arboricultural impact assessment which outlines tree protection measures which will be put in place to protect retained tree on the site. In addition to this 161 replacement trees are proposed to be planted including a significant number of larger mature trees. This is considered appropriate and satisfactory mitigates the tree loss which has arisen as a result of the school proposals.

Landscaping

The application proposes the use of feature paving along the frontage of the development along with tegula paving of various colours along footpaths within the site.

The application also proposes varies landscape strategies within the school site which are as follows.

Great Strand

Proposed planting along the Great Strand will be sympathetic to the street scene so that it improves the character and not to create a detrimental effect, such as over shadowing or confinement. In light of this as much tree planting will be retained so that the impact on the street scene is reduced. Shrub planting will be proposed along the boundary to complement the existing retained trees and also to act as a security barrier.

Playgrounds

Within the playgrounds proposed planting will be used to enhance the students experience by dividing the playgrounds into specific uses through the use of raised planters. Shrub planting will be proposed to create seasonal interest as well as sensory play. Seating areas will be softened and secluded by shrub planting creating retreats and reflection areas away from the busy playgrounds, whilst tree planting will be used to filter and screen areas and create visual interest.

Forest School Area

The application plans are propose the creation of a 'forest school' area which will be created by informal native tree and shrub planting providing an area where children can learn about outdoor skills such as bush craft and ecology.

Peace Garden

The Peace garden will be retained but extended to provide a large area dedicated to the chapel. The existing planting will be enhanced and expanded to create a truly peaceful area that feels separated from the schools. It will be here that the existing memorial garden will be relocated. New seating areas will be surrounded by ornamental shrub planting. Existing young trees from the existing memorial garden will potentially be relocated here as well as the memorial plaques.

Courtyard Planting

The courtyard planting will be carefully considered due to its aspect. Shade tolerant shrubs will be proposed to soften an area that is dominated by built form. Shrubs will be chosen to provide seasonal interest and compliment the proposed and existing built forms.

Embankments

The embankments will be generally left grassed but additional shrub and tree planting will be proposed where possible to mitigate against the trees lost due to the proposals.

Biodiversity

The applicant has submitted a Bat survey in support of the planning application. This survey found no evidence of bats roosting on the site although evidence of bats traversing the site was found in the survey. The report considers that the impact of the proposal in relation to bats can be mitigated through measures such as tree protection and control of lighting. As previously mentioned a significant amount of replacement planting is proposed and existing trees retained. Details of lighting are secured by condition which would also ensure that such lighting is directly to minimise impact on wildlife.

Ecological and Enhancement Measures

The Biodiversity report also proposes the following ecological mitigation and enhancement measures:

- Installation of a green roof and / or living wall on the new primary school building (if not already required as a compensatory measure);

- Creation of a 'wildlife friendly' pond with native planting, if suitable in line with health and safety considerations; and
- Installation of bat boxes on new and / or existing buildings.

These measures are considered proportionate and are acceptable to the Council. A suitable condition is attached requiring final biodiversity enhancement measures to be agreed by the Local Planning Authority.

Flood risk, Water Resources, Drainage and SUDs

In support these considerations Flood Risk is considered within the submitted floor risk assessment and drainage strategy.

In respect of flood risk, the site is within Flood Zone 1 which is classified as being of low risk of flooding. The proposed development is acceptable in this zone and there is no requirement for exception and sequential testing of the acceptability of the scheme.

There are existing foul and surface water drains located within the proposed main building footprint and within the courtyard where the proposed hall building is located. Such drains are to remain live and in use during construction and in the future, and therefore require diverting. The foul and surface water drainage diversions are to be routed through the proposed building with access chambers to be located within areas such as toilets and stores.

The Greenfield runoff rate (QBAR) for the site has been calculated at 8.7 l/s. This value has been used as the total allowable discharge rate for the proposed surface water system. To manage the effects of climate change, an additional 20% allowance has been added to storm water runoff rates for the purposes of attenuation volumes.

A range of sustainable drainage techniques have been considered in formulating the drainage strategy for the proposed development. Due to the site being underlain by London Clay Formation, infiltration SuDS were deemed not appropriate. Instead, an attenuation tank and numerous sealed pervious pavement methods have been proposed to receive and store surface water flows.

Thames Water have been consulted on the application. No in principle objection has been raised in relation to the proposed drainage strategy.

3.10 Other matters

Utilities

Thames Water have provided comments confirming no objections to the proposal subject to the attachment of a condition requiring the submission of a piling method statement in order to avoid potential contamination of ground water supplies. A suitable condition to this effect is recommended.

Ground conditions and Contamination

In regards to potential contamination, the applicant has submitted a contaminated land report. The contents of this have been examined by the Council's Scientific Services Team who raise no objections subject to the attachment of appropriate conditions.

4. EQUALITY AND DIVERSITY ISSUES

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 the need 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; and
- sexual orientation.

Officers have in considering this application and preparing 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 site is 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 level, step-free pedestrian approaches to the main entrances to the school building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces. Dedicated parking spaces for people with a disability are also provided in accordance with Policy.

7. CONCLUSION

In conclusion, the scheme is considered acceptable on balance having regard to relevant national, regional and local planning policies and guidance. The principle of the enlargement of the school is considered acceptable providing much needed

additional school places and accords with national, regional and local plan policy guidance

The proposed detailed design is considered to be high quality with appropriate levels of informal and formal play facilities.

The amenities of neighbouring residential occupiers are not considered to be unduly impacted by the proposals.

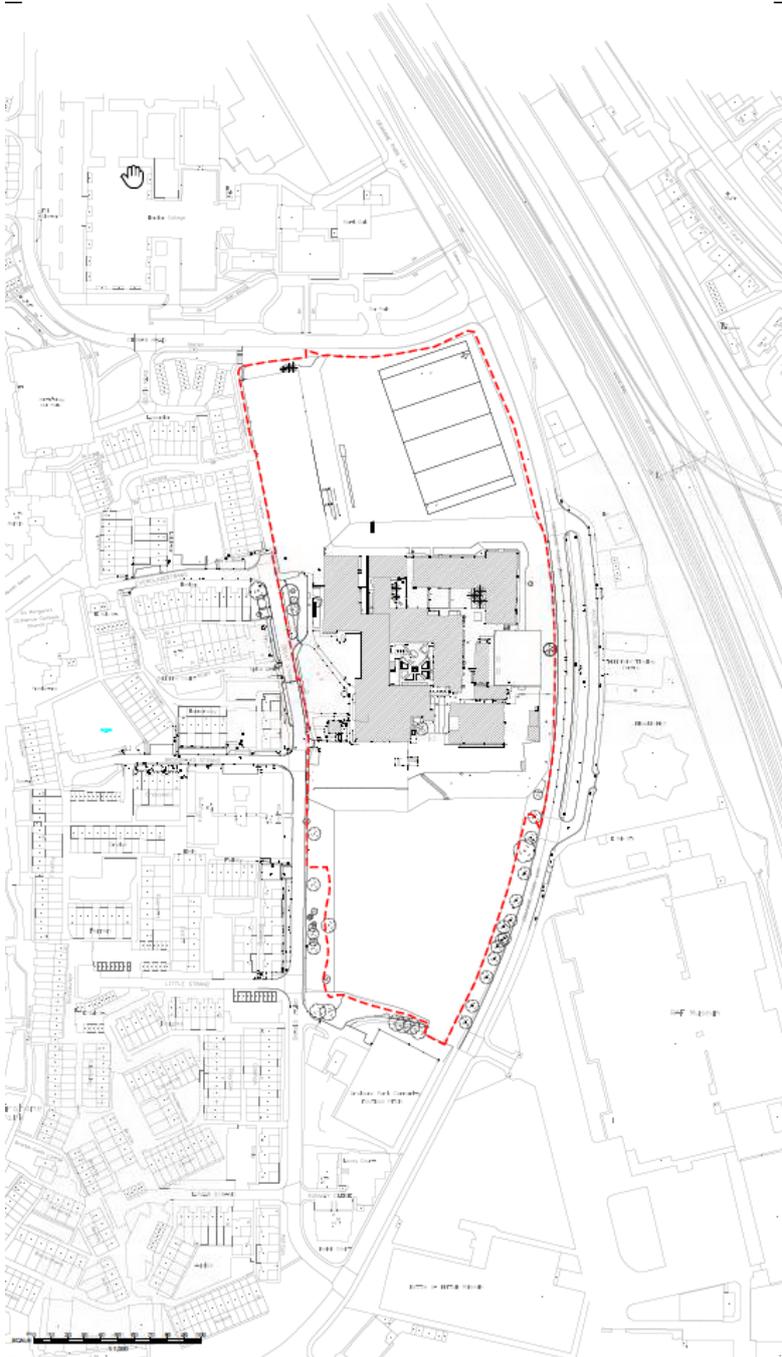
The potential transport impacts of the scheme have been considered and appropriate mitigation proposed in the form of a detailed travel plan as well as improvements to footpaths in the vicinity of the site

A suitable approach is taken to landscaping and biodiversity with retention of trees where possible as well as enhancement of the biodiversity values within the site with appropriate replacement planting,

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 **APPROVAL** is recommended subject to conditions as set out above.

SITE LOCATION PLAN: St James Catholic High School, Great Strand, London NW9 5PE

REFERENCE: 17/5329/FUL



LOCATION: Salvation Army Hall, Albert Road, Barnet, EN4 9SH.

REFERENCE: 17/5522/FUL

Received: 25 Aug 2017

Accepted: 01 Sept 2017

WARD: East Barnet

Expiry: 01 Dec 2017

AGENDA ITEM 7

APPLICANT: One Housing Group

PROPOSAL: Demolition of the existing residential and non-residential buildings (1 to 9 Victoria Road, 1A, 2 and 2A Albert Road and the Salvation Army Building, Albert Road) and construction of part three storey part five storey Building J to include 39 residential units (including 2x townhouses) (Use Class C3) and 265sqm of commercial/retail/office floorspace (Use Class A1-A4/B1/D1/D2), the creation of new publicly accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping.

APPLICATION SUMMARY

The application represents the third successive application submitted as part of the redevelopment of the Victoria Quarter Gateway Site and the land formerly known as the British Gas Works on Albert Road. The area of development includes 1 - 9 and 15 - 23 Victoria Road, as well as 1A - 2A Albert Road and the recently acquired Salvation Army building at Albert Road.

Under the first initial application (ref:B/04834/14) permission was given for the 'Residential-led, mixed-use development of the Former Albert Road Gas Works comprising the erection of 305 residential units (Use Class C3), 116sqm of Retail floorspace (Use Class A1/A2/A3/A4) and 558sqm of flexible Commercial floorspace (Use Class A3/D1/D2); the creation of new public open space; alterations and additions to existing highways arrangements; the removal of an existing elevated footbridge and the creation of new pedestrian routes; together with associated works including landscaping, provision of basement and surface car parking, servicing and plant area. Relocation of an existing sub-station.'

The second successive application (ref: 16/7901/FUL) was submitted following the inclusion of additional land along the southern boundary of the site fronting Victoria Road. This application was for 104 units, including an overlap of 52 units previously approved under the 2015 application. Therefore in reality the second application introduced only a further 52 units to the overall development. It should also be noted that the second application although having a resolution to grant by the Committee has not been formally approved as the S106 legal agreement is still being finalised.

The current application has also come as a result of the acquisition of further land along Albert Road, namely the Salvation Army Building. This building has been situated at the site for a number of years, however the Salvation Army have since confirmed that the building is no longer required and as such, have sold the site to One Housing Group who are the applicants. This has therefore necessitated a redesign of approved Building J. This current submission therefore seeks to obtain planning permission to amend the design of 'Building J'. However as the application has been submitted under a Full Planning Application it seeks standalone permission for 39 units within 'Building J' as opposed to the previous 25 units approved.

The redevelopment of the site to provide housing and mixed use commercial units is welcomed in principle and goes some way to helping meet the Council's housing targets. In addition, as the current application sits within a wider development site it simply complements the already approved permissions and developments. It also makes provision for 56% Affordable Housing units under the current application which is welcomed. The application site does not fall within a conservation area and there are no listed buildings on site. There are also no protected trees in or around the site.

It is concluded that, having regard to all relevant policies contained within the Barnet Local Development Plan as well as any other relevant supplementary guidance, the development is compliant with all relevant policies.

In consequence to the above, there are clear material planning considerations which justify the grant of planning permission for the development. Accordingly, the proposal is recommended for approval subject to conditions outlined below and a formal legal agreement.

RECOMMENDATION

Recommendation 1

Committee to resolve to Approve planning permission subject to conditions (see end of report) and the completion of a S106 Legal Agreement with the following Heads of Terms:

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

The applicant shall secure the provision of 22 affordable homes, all as shared ownership, with a breakdown as follows:

- 7x one bedroom two person
- 6x two bedroom three person
- 7x two bedroom four person
- 2x three bedroom five person

d) Tree Planting and Landscaping

The applicant shall submit a detailed landscaping and management scheme for the site; including tree planting, this will be subject to a Landscape Management Plan to be submitted to the Council prior to first occupation of a unit on the site. The strategy shall include:

- (i) The provision of a mix of indigenous 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 5 years by the applicant landowner/ successor in title or nominated management company.
- (iii) A financial contribution to maintain the trees thereafter shall be provided by the applicant. This figure shall be calculated on a unit basis based upon species size, type and location.

f) Employment and Training

The applicant shall secure the provision of a minimum of:

- 3 x Level 2 apprenticeships,
- 4 x work experience positions,
- site visits: min. 22
- workshops: min. 20

Including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework, and the applicant shall be expected to enter into a Local Employment Agreement with the council.

g) Travel Plan

The applicant shall enter into a Travel Plan for the residential and commercial 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 and commercial units as follows:

Residential Travel Plan:

- Residential TP Statement (RTPS) that meets the requirements of the 2013 TFL TP guidance and is ATTrBuTE and iTRACEs compliant and contains targets to be submitted and approved by Council at least 3 months prior to 1st occupation.
- iTRACE compliant monitoring to be completed within 5 months of 1st occupation and updated RTPS to be submitted for approval within 6 months of occupation.
- iTRACE compliant monitoring to be completed in years 1,3,5 and then every other year until 5 years after the 1st occupation of the final unit.
- RTPS to be revised and RTPS Review submitted for approval within 2 months of monitoring being completed.
- RTPS to be re-submitted for approval prior to each phase.
- RTPS Champion to be in place at least 3 months prior to occupation and for lifespan of RTP.
- At least 1 car club space to be provided.

Commercial Travel Plan

Should the non-residential uses have more than 20 staff then the following would be required:

- Commercial Travel Plan (CTP) to be submitted that meets the requirements of the 2013 TFL TP guidance and is ATTrBuTE and iTRACE compliant to be submitted and approved by the Council within 6 months of 1st occupation of any commercial unit.
- CTP to cover any travel movements by staff, users and visitors to any commercial unit.
- iTRACE compliant monitoring to be completed in years 1, 3 and 5 and a revised CTP Review to be submitted for approval.
- CTP Champion to be in place within 3 months of occupation and for the lifespan of the CTP.
- CTP monitoring fee £5,000 payable to the Council to be submitted within twenty (20) working days of commencement of development..
- Each commercial unit to have a Travel Plan Ambassador.

If non-residential uses have less than 20 staff then the following would be required as part of the Commercial TP:

- CTP to include travel movements to and from the commercial units and targets, measures and actions for the commercial units.

- Each commercial unit to have a Travel Plan Ambassador.

h) Residential Travel Plan Incentives Fund:

£150 per unit Residential Travel Plan Incentive Fund to be used by 1st occupiers to get 1 TP incentive of the following:

- Oyster card with £150 credit
- Cycle shop voucher to the value of £150
- Car club credit/membership to the value of £150

Total incentive fund amounts to £150 x 66 = £9900

i) 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 residential travel plan that will be submitted for the development within twenty (20) working days of commencement of development.

j) 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.

k) Highway Improvements

The details of the highway works will cover the access points off Victoria Road; the realignment of the Albert Road (East and West); proposed development block entrances; the proposed car parking laybys throughout the development and proposed footways/cycle ways including new footpaths (adopted, unadopted and proposed for adoption).

l) Due to the scope of works proposed on the section of Victoria Road fronted by the development, suitable reinstatement works including resurfacing of the highways (including footways) should be undertaken and implemented by the developer at their own costs, but approved and supervised by Local Highway Authority. The approved works shall be completed at the applicant's expense based on an agreed layout with the Council, following the formation of a combined agreement under S38 and S278 of the Highways Act 1980 between the London Borough of Barnet and the Developer.

All proposed designs and improvements must be accompanied by acceptable Road Safety Audits statements.

m) Cycleway Improvements

Funding contribution to general improvements for cyclists within the surrounding area should be provided by the developer. Details of the level of funding should be discussed and agreed with the Local Highway Authority. Trigger for delivery is prior to occupation of any development unit on the site.

n) Provision of a crossing facility in the form of a Toucan Crossing at Victoria Road north east of mini roundabout junction near Albert Road (West). This scheme should be a combination of the two schemes described above under the existing S106 requirements in order to provide and deliver a compact improved junction which has appropriate pedestrian and cycling crossing facilities. Details of the scheme should be discussed and agreed with the Local Highway Authority and implemented thereafter by the developer in accord with the approved scheme. Trigger for delivery is prior to occupation of the 28th residential unit on the site.

o) Carbon Payments

Carbon offset payment of £127,318 (index linked) to be paid on commencement of development.

Recommendation 2

It is RESOLVED that the Committee grants delegated authority to the Head of Planning to make any minor alterations, additions or deletions to the recommended conditions and obligations as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

ASSESSMENT

1. SITE AND SURROUNDINGS

The application site lies to the south of the former British Gas Works site, which is located to the north of Victoria Road. The site abuts the Victoria Recreation Ground to the northeast and railway embankment to the northwest boundary. The application pertains to 0.29 hectare located on the edge of New Barnet Town Centre, approximately 200 metres from New Barnet train station. It forms part of the wider Victoria Redevelopment Area which is 3.12 hectares. The Site has a Public Transport Accessibility Level (PTAL) of 3 (Moderate) according to Transport for London's (TfL) online PTAL calculator.

At present, the site is occupied by a number of vacant and partly demolished units including the Salvation Army building. According to the details submitted with the

application the existing floorspace for the Salvation Army building amounts to an area of 290 square metres in predominately Class D1 use. The northern part of the site lies within the former New Barnet Gas Works boundary, which has previously undergone remediation works as part of the approved planning application for Victoria Quarter (LPA Ref: B/04834/14).

The redevelopment of the site has been welcomed by the Council and the general occupiers of the areas as the proposal would bring forward a much needed transformation of the area and the removal of a somewhat isolated and blighted site. It will also create a balanced, mixed and inclusive community and will significantly enhance the physical environment of the area and the nearby town centre, bringing about improvements to the quality of life for existing residents and the wider community through the provision of enhanced social and environmental infrastructure. Hence the Gas works and adjoining areas of land have been identified in the New Barnet Town Centre Framework as an opportunity area for regeneration together with future enhancement and improvement to the existing town centre fringe.

However, aside of its Town Centre status, there are no other constraints against the site by way of listed buildings or conservation area.

2. PROPOSAL

Planning permission is being sought for the following works:

- Demolition of the existing residential and non-residential buildings. There are currently two on site including the Salvation Army building.
- Erection of part three and part five storey unit titled Building J which forms part of the overall wider development site for the Victoria Gateway Site.
- Creation of 39 residential units with a breakdown of 7x one bedrooms, 29x two bedrooms and 3x three bedrooms. Including 2x three storey townhouses.
- Of the 39 units 22 affordable units are proposed with a breakdown of 7x one bedrooms, 13x two bedrooms and 2x three bedrooms.
- 265sqm of flexible commercial use within Classes A1-A4/B1/D1/D2. It is envisaged that the development would result in the creation of 27 new full-time posts.
- The proposed commercial unit would appear as two storeys owing to its double height ceiling.
- The proposed opening hours for the Class A1 uses are: 07:00-23:00 Monday to Saturday and 10:00-16:00 on Sunday and Bank Holidays.
- The proposed opening hours for the Class A2 uses are: 08:00-18:00 Monday to Friday. It is proposed to be closed all other times.
- The proposed opening hours for the Class A3 uses are: 08:00-23:00 Monday to Sunday and on Bank Holidays.

- The proposed opening hours for the Class A4 uses are: 09:00-23:00 Monday to Saturday and 11:00-22:00 on Sunday and Bank Holidays.
- The proposed opening hours for the Class B1a uses are: 08:00-18:00 Monday to Friday.
- 8 car parking spaces at a ratio of 0.2 car parking spaces.
- 67 cycle parking spaces at ground floor.
- 21 'Dirty Storage' areas at ground floor level
- Landscaping, including street planting, door step play area and a rear pocket park.

3. RELEVANT SITE HISTORY

Victoria Quarter Gateway Site

Planning Permission for the redevelopment of the British Gas works site now referred to as the Victoria Quarter site was granted on the 1st May 2015 (LPA Ref: B/04834/14) for 305 residential units and 674sqm of non-residential floorspace.

The Committee Report for the Planning Application acknowledged that land assembly to the south of the Victoria Quarter site was complex and potentially hindering delivery of the Council's vision for the redevelopment of the Victoria Quarter character area (herein referred to as the Victoria Quarter Redevelopment Area).

The planning history mainly comprises historic applications relating to the use of the site by National Grid, the majority of which are of no relevance to this current application. However a number of planning applications have been submitted as outlined below;

16/7601/FUL - Demolition of the existing residential and non-residential buildings (1 to 9 Victoria Road, 15 to 23 Victoria Road and 1A, 2 and 2A Albert Road) and construction of 104 residential units (Use Class C3) within Buildings A, H, J1 and J2 (an increase of 52 residential units across the Victoria Quarter Redevelopment Area), 623sqm of commercial/retail/office floorspace (Use Class A1-A4/B1/D1/D2) within Building A and Building J1, the creation of new publically accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping. Relocation of an existing sub-station. – ***Approved by Committee, however awaiting completion of S106***

16/6576/ESR - EIA Screening Opinion. - ***EIA not required.***

16/3894/CON - Victoria Quarter Land Formerly Known As British Gas Works Albert Road, Barnet. Submission of details for condition 74 (Excavations and Earthworks) pursuant to planning permission B/04834/14 dated 01/05/15. - ***Approved 21/7/16.***

16/03565/CON Victoria Quarter Land Formerly Known As British Gas Works Albert Road, Barnet. Submission of details of condition 69 (Bat boxes) pursuant to planning permission B/04834/14 dated 01/05/15. - **Approved 15/7/16.**

16/3459/CON - Victoria Quarter - Land Formerly Known As British Gas Works Albert Road, Barnet. Submission of details of conditions 59 (Tree Protection) 60 (Tree Method Statement) 61 (Tree Excavations) pursuant to planning permission B/04834/14 dated 01/05/15 for the Demolition, Remediation and Enabling phase only. - **Approved 24/8/16.**

14/07829/192 - Land Formerly Known As British Gas Works Albert Road, Barnet: Involving remediation works to include stripping off soil and replacing it to the same level and gradient and replacement of fence. The proposal meets the criteria set out in Class F, Part 17 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, as amended. - **Approved 8/1/15**

B/04834/14 (APPENDIX 1) – Residential-led, mixed-use development of the Former Albert Road Gas Works comprising the erection of 305 residential units (Use Class C3), 116sqm of Retail floorspace (Use Class A1/A2/A3/A4) and 558 sq m of flexible Commercial floorspace (Use Class A3/D1/D2); the creation of new public open space; alterations and additions to existing highways arrangements; the removal of an existing elevated footbridge and the creation of new pedestrian routes; together with associated works including landscaping, provision of basement and surface car parking, servicing and plant area. Relocation of an existing sub-station. - **Approved 1/5/15.**

H/02892/13: EIA Screening Opinion. - **EIA not required, 02/08/2013.**

Victoria Recreation Ground Park Road Barnet

While this application does not relate directly to the site it has some implications to it.

16/6118/FUL – Erection of a two storey leisure centre (Use Class D2 of the Town and Country Planning (Use Classes) Order 1987 (as amended)) on land at Victoria Recreation Ground off Lawton Road, New Barnet, incorporating swimming, adaptable space (including library use - use class D1), fitness suite, studios, changing facilities, ancillary offices and welfare facilities, reception, cafe and plant, new car park and service area, including separate staff parking area; two tennis courts and 1 basketball court, associated landscaping including a relocated Children's Play Area. - **Approved 27/02/2017.**

Pre-application

Pre-application discussion regarding the submission were undertaken mid-2017. Officers welcomed the principle to develop the site for use as part residential and part commercial. The applicant has also drawn on previous pre-application advice.

4. PUBLIC CONSULTATIONS AND VIEWS EXPRESSED

The application was advertised via a Site Notice displayed at the site for a period of 21 days from the 14th September 2017.

The application was also publicised via direct neighbour letters to 1089 neighbouring properties. Two neighbour comments have been received from the following address:

- 67 Belmont Ave Barnet EN4 (Objection)
- 43 Clarence Close Barnet EN4 (Objection)

These comments can be summarised as follows:

- The public documents shown via the Council's Public Access site fail to include documents pertaining to access, transport, noise and infrastructure. Without these documents it is not possible to have a good understanding of the overall development.
- In terms of access, the impact of the development would be considerable, given the provision of the proposed 400 new homes. Barnet Council must ensure that the developer is costed for the works required for the re-engineering of the roads.
- In relation to parking, local residents must be made aware of any changes to the current parking zones.
- Further works at the site would create further disruption to local residents especially by way of parking. Under the previous application insufficient parking provisions were agreed. Additional units at the site would create even greater parking pressures.

Officer response: all relevant documents were made public prior to the formal consultation period including noise, transport and access details with the latter being contained within the submitted plans. Infrastructure details are a matter for the Council to consider during the application's lifecycle.

The current development is proposing 39 units only and therefore, Officers must assess the development within these parameters.

Unfortunately, there will also be some disruption to local residents as part of all developments and while Officers will look to limit this via conditions this cannot form a reason for refusal in its own right.

See Highways section for a discussion on parking.

5. STATUTORY AND INTERNAL BODIES

- **Design Officer:** No objections, design principles are acceptable.
- **Historic England:** “Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.”
- **The Rt. Hon Theresa Villiers MP:** Support application. The application is supported as it would introduce further housing into the area. However it is important that the developer together with the Council, consider parking mitigation measures to address the overall parking pressures as a result of the wider development.
- **The London Fire and Emergency Planning Authority:** No objection to development. However have requested that sprinkler systems be installed within the development. The applicant has been made aware of this.
- **Thames Water:** No objection subject to informative.
- **Metropolitan Police:** No objection, subject to condition.
- **Highways England:** No objection.
- **Environment Agency:** The submitted Flood Risk Assessment is satisfactory and the development should be carried out in accordance with its recommendations.
- **Environmental Health Service Comments:** The proposal is acceptable, subject to conditions relating to the impact of noise on the completed development and on neighbouring occupiers, along with air quality and contaminated land.
- **Barnet Council’s Waste and Refuse Officer:** No objection.
- **Barnet Council’s Drainage Officer:** No objection subject to conditions.

The site is located entirely within Flood Zone 1 and as such is considered to be appropriate for development in accordance with Table 3 of the Planning Practice Guidance.

- **Barnet Council's Highways Officer:** No objection subject to conditions.
- **Barnet Council's Lighting Officer:** No objection subject to further lighting design details. To be conditioned.
- **Barnet Council's Arboricultural Officer:** No objection subject to conditions. The proposed scheme would remove ten existing trees however the loss of these trees is not considered significant owing to the species type and the loss of these trees can be offset with replacement planting.

6. KEY PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. 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 development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 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 policies of most relevance to the application is set out in subsequent sections of this report dealing with specific policy and topic areas.

Officers have considered the development proposals very carefully against the relevant policy criteria and have concluded that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

6.1 National Planning Policy Framework (March 2012)

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 their 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 relevant Policies are as follows:

- 2. Ensuring the vitality of town centres
- 4. Promoting sustainable transport
- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment

6.2 The Mayor's London Plan (March 2016)

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 Relevant Policies are as follows:

- Policy 1.1 - Delivering the Strategic Vision and Objectives for London
- Policy 2.6 - Outer London: Vision and Strategy
- Policy 2.7 - Outer London: Economy
- Policy 2.8 - Outer London: Transport
- Policy 2.15 - Town Centres
- Policy 2.18 - Green Infrastructure: the Network of Open and Green Spaces
- Policy 3.1 - Ensuring Equal Life Chances for All

- Policy 3.2 - Improving Health and Addressing Health Inequalities
- Policy 3.3 - Increasing Housing Supply
- Policy 3.4 - Optimising Housing Potential
- Policy 3.5 - Quality and Design of Housing Developments
- Policy 3.6 - Children and Young People's Play and Informal Recreation Facilities);
- Policy 3.8 - Housing Choice
- Policy 3.9 - Mixed and Balanced Communities
- Policy 3.10 - Definition of Affordable Housing
- Policy 3.11 - Affordable Housing Targets
- Policy 3.12 - Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- Policy 3.13 - Affordable Housing Thresholds
- Policy 3.16 - Protection and Enhancement of Social Infrastructure
- Policy 3.19 - Sports Facilities
- Policy 4.1 - Developing London's Economy
- Policy 4.2 -Offices
- Policy 4.3 - Mixed Use Development and Offices
- Policy 4.4 - Managing Industrial Land and Premises
- Policy 4.6 - Support For and Enhancement of Arts, Culture, Sport and Entertainment Provision
- Policy 4.7 - Retail and Town Centre Development
- Policy 4.10 - Support New and Emerging Economic Sectors
- Policy 4.12 - Improving Opportunities for All
- Policy 5.1 - Climate Change Mitigation
- Policy 5.2 - Minimising Carbon Dioxide Emissions
- Policy 5.3 - Sustainable Design and Construction
- Policy 5.5 - Decentralised Energy Networks
- Policy 5.6 - Decentralised Energy in Development Proposals
- Policy 5.7 - Renewable Energy
- Policy 5.8 - Innovative Energy Technologies
- Policy 5.9 - Overheating and Cooling
- Policy 5.10 - Urban Greening
- Policy 5.11 - (Green Roofs and Development Site Environs)
- Policy 5.12 - Flood Risk Management
- Policy 5.13 - Sustainable Drainage
- Policy 5.14 - Water Quality and Wastewater Infrastructure
- Policy 5.15 - Water Use and Supplies
- Policy 5.16 - Waste net Self-Sufficiency
- Policy 5.17 – Waste Capacity
- Policy 5.21 - Contaminated Land
- Policy 6.1 - Strategic Approach

- Policy 6.2 - Promoting Public Transport Capacity and Safeguarding Land for Transport
- Policy 6.3 - Assessing Effects of Development on Transport Capacity
- Policy 6.4 - Enhancing London's Transport Connectivity
- Policy 6.5 - Funding Crossrail and Other Strategically Important Transport Infrastructure
- Policy 6.7 - Better Streets and Surface Transport
- Policy 6.9 - Cycling
- Policy 6.10 - Walking
- Policy 6.11 - Smoothing Traffic Flow and Tackling Congestion
- Policy 6.12 - Road Network Capacity
- Policy 6.13 - Parking
- Policy 7.1 Building London's Neighbourhoods and Communities
- Policy 7.2 Inclusive Environment
- Policy 7.3 - Designing Out Crime
- Policy 7.4 - Local Character
- Policy 7.5 - Public Realm Policy 7.6 - Architecture
- Policy 7.7 - Location of Tall and Large Buildings
- Policy 7.8 - Heritage Assets and Archaeology
- Policy 7.13 - Safety, Security and Resilience to Emergency
- Policy 7.14 - Improving Air Quality
- Policy 7.15 - Reducing and Managing Noise
- Policy 7.17 - Metropolitan Open Land
- Policy 7.18 - Protecting Open Space and Addressing Deficiency
- Policy 7.19 - Biodiversity and Access to Nature
- Policy 7.21 - Trees and Woodlands
- Policy 7.30 - London's Canals and Other Rivers and Waterspaces
- Policy 8.2 - Planning Obligations
- Policy 8.3 - Community Infrastructure Levy

6.3 *Barnet London Borough 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 policies of most relevance to the determination of this application are set out below.

6.3.1 *Core Strategy (Adopted 2012):*

- Policy CS NPPF - National Planning Policy Framework—Presumption in favour of sustainable development

- Policy CS1 - Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach
- Policy CS3 - Distribution Of Growth In Meeting Housing Aspirations
- Policy CS4 - Providing Quality Homes and Housing Choice in Barnet
- Policy CS5 - Protecting and enhancing Barnet's character to create high quality places
- Policy CS6 - Promoting Barnet's Town Centres
- Policy CS7 - Enhancing and Protecting Barnet's Open Spaces
- Policy CS8 - Promoting a Strong and Prosperous Barnet
- Policy CS9 - Providing safe, effective and efficient travel
- Policy CS10 - Enabling inclusive integrated community facilities and uses
- Policy CS11 - Improving health and wellbeing in Barnet
- Policy CS12 - Making Barnet a Safer Place.
- Policy CS13 - Ensuring the efficient use of natural resources
- Policy CS14 - Dealing with our waste
- Policy CS15 - Delivering the Core Strategy

6.3.2 *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
- DM05 - Tall Buildings.
- DM06 - Barnet's Heritage and Conservation
- DM08 - Ensuring a Variety of Sizes of New Homes to Meet Housing Need.
- DM10 - Affordable Housing Contributions
- DM11 - Development Principles for Barnet's Town Centres
- DM13 - Community and education uses
- DM14 - New and Existing Employment Space
- DM15 - Green Belt and open spaces
- DM16 - Biodiversity
- DM17 - Travel impact and parking standards

6.4 *Supplementary Planning Documents and Guidance*

The Council and the Greater London Authority in association with the Mayor of London have produced a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new developments within Barnet meets sufficiently high environmental and design standards. The below provides a list of policies relevant to the scheme.

Barnet Council SPDs:

- *Sustainable Design and Construction (May 2016)*
The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development. In terms of waste, the preferred standard seeks to provide facilities to recycle or compost at 60% of waste by 2015. The SPG also states that the siting of recycling facilities should follow consideration of vehicular access to the site and potential (noise) impacts on amenity.
- *Accessible London: Achieving an Inclusive Environment (April 2004)*
The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.
- *Planning for Equality and Diversity in London (October 2007)*
This guidance sets out some of the overarching principles that should guide planning for equality in the London context
- *Residential Design Guidance (October 2016)*
This provides a clear and consistent message on how we manage change within Barnet's suburbs. The SPD consolidates and updates the existing framework for residential design which mainly focused on improvements to the existing housing stock (Design Guidance Notes on Extensions, Conversions, Porches, and Hardstandings and Vehicular Crossovers). Thereby providing a more detailed residential design guidance on issues relevant to Barnet such as local character, density, built form, car parking and amenity space standards connected with new build development. Through these changes the SPD sets out the local priorities for protecting and enhancing Barnet's character, providing a local reference point that is in keeping with national guidance on good design.
- *Planning Obligations (April 2013)*
The Planning Obligations SPD focuses on when Planning Obligations will be required and the relationship with CIL. It sets the requirements for different scales of development as well as the procedural process for delivering a legal agreement.

Greater London Authority SPDs:

- *Affordable Housing & Viability (August 2017)*
The Mayor's long-term aim is for half of all new homes to be affordable. The SPD offers an ambitious and practical first step to raise the amount of affordable housing coming through the planning system ahead of the new London Plan in 2019. It will also ensure that development appraisals are robustly and consistently scrutinised as well as speeding up the planning

process for those schemes which are delivering more affordable homes.

- *Housing (March 2016)*
This provides guidance on a range of strategic policies including housing supply, residential density, housing standards, build to rent developments, student accommodation and viability appraisals.
- Sustainable Design and Construction (April 2014)
This document provides practical guidance on sustainable technologies and practices such as urban greening, pollution control, decentralised energy, how to offset carbon dioxide where the targets set out in the London Plan are not met and basements policy and developments.
- *The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)*
The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.
- *All London Green Grid (March 2012)*
This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, it aims to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.
- Streets Manual TFL(March 2007)
Manual for Streets (MfS) supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement, which are now withdrawn in England and Wales. It complements Planning Policy Statement 3: Housing and Planning Policy Wales. MfS comprises technical guidance and does not set out any new policy or legal requirements.
- Technical Housing Standards (March 2015)
This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

7. PLANNING CONSIDERATIONS

The main areas for consideration are:

- Principle of Development

- Design
- Impact on Neighbouring Amenity
- Trees
- Sustainability
- BREEAM
- Highways
- Refuse and Recycling Storage

7.1 Principle of Development

The principle of residential led mixed use development at the site has already been established by a previous extant and current permission (see planning refs: B/04834/14 and 16/7601/FUL). No.8 Albert Road has previously been demolished in accordance with the extant planning permission B/04834/14. The principle to demolish 1 to 9 Victoria Road and 1A, 2 and 2A Albert Road has also been established by the Gateway Planning Application (16/7601/FUL).

Under the second application, Building J was built as two parts around the Salvation Army building which at the time of the application was not within the ownership of the applicant. The building lies to the north of 1 to 9 Victoria Road. It is a single storey building and has elevations onto Albert Road East and West. The applicant has since taken ownership of the site and is now looking to incorporate this into the wider development. Therefore the current application is simply in-filling a void within the overall development site that was previously left out. In light of this, there are no objections in principle to the proposal.

However the current application differs from the previously approved application for building J1 and J2 (16/7601/FUL) in that:

- Previously, there were two buildings J1 and J2. They have since been joined into one unit now simply referred to as Building J.
- It now incorporates the Salvation Army building
- The internal layouts have been amended
- There is an increase of 14 in the number of units from 25 within buildings J1 and J2 to 39 units within Building J.
- There is also an increase in the number of family units from 2 to 3.
- There are design alterations to all the elevations
- There are a greater number of balconies especially to north and east elevations
- There is a reduction in the number of parking spaces from 10 to 8.
- The current proposal is slightly lower in height than the previous building. However this is only by centimetres (17.54m and is now 17.45m)

The proposed mixed use commercial unit formed part of the original permission and therefore has already been deemed acceptable. The design of the original unit is not

altered under the current application.

7.2 Design

The National Planning Policy Framework (published 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.

The London Plan also contains a number of relevant policies on character, design and landscaping. Policy 7.1 of the London Plan further emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. Whereas 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, contributing to a positive relationship between the urban structure and natural landscape features. Including the underlying landform and topography of an area; 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. Architectural design criteria are also set out under Policies 7.4 and 7.6. These state that new developments should be complementary to the established local character and that architecture should make a positive contribution and have a design which is appropriate to its context.

The NPPF further attaches great importance to the design of the built environment. Paragraph 17 gives 17 core planning principles. Paragraph 56 states '*The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people*'. Paragraph 58, 59 and 61 all further highlight the importance of the visual appearance and architecture but also addresses the importance of connections between people and places and the natural, built and historic environment.

At the local level, policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of

Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

The proposed building would range in height from three to five storeys. This is similar to its previous design with the current design being only 0.09 metres lower than the previously approved building. The design has been created in a very modern style, with metal railed balconies, terraces, aluminium double glazed windows, exposed brickwork and a flat roof. A uniformed glazing design is repeated at all elevations of the property and a G-shaped building footprint has been employed to create a central courtyard with landscaping around the building's facade and elevations. The application site is isolated from the properties around it via a network of narrow roads. It represents a block of properties that will be demolished to make way for the regeneration works, although it should be noted that some have already been demolished as part of the original 2015 permission.

The application site is located in a predominantly residential area however with some commercial uses nearby. The design of the property together with the townhouses is very similar to the design previously approved by the Committee. The only different being a slight redesign in the range of building storeys and where there was once a Building J1 and Building J2, there is now just one building. The Council's Design Officer has commented that the proposed development is in keeping with the context of the site and would sit comfortably with the previously approved scheme.

The development is sufficiently set back from Victoria Road to ensure the building line relates sensibly to surrounding development, and to prevent an overbearing impact upon the streetscene. At its highest, the property would be five storeys. Although the majority of the surrounding buildings are two to four storeys in height the development would be comparable to those properties approved under the extant permission and the additional storey has been assessed and approved by officers and members under the 2016 application. The proposed five storey is also further justified in that the buildings overall height has not significantly changed since the 2016 application. There is also a change in scale between the building blocks to the rear and front which further recognises the relationship in storeys between the building pattern at Victoria Road, where the pattern is for lower storeys than that at the rear Albert Road. On Victoria Road there is an active frontage via the mixed use commercial unit that faces onto it. This has been built at two storey with two additional floors of residential above. At the elevation facing Victoria Road the

property would appear as four storeys. This remains the same scale as the previously approved scheme. Officers consider that the distribution of height and massing throughout the blocks is well balanced and the creation of a courtyard is successful. Landscaping works are also proposed that will result in a comprehensive and complete architectural composition driven by the development context.

Overall, the development would contribute positively to the surrounding townscape neighbouring buildings. The design is visually pleasant, well thought out and the materials and details are of high quality. It is also considered that the facades are well articulated and the fenestration rhythm is elegant and clear.

The elevational treatment and materials for the proposed development have been chosen to ensure simplicity throughout the design of the development and to be in keeping with the local context and previous development. However conditions governing the final material pallet will be attached to ensure that the final appearance of the property is acceptable

Unit Mix

The development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address the housing needs in Barnet (See policy DM08). The Council's Local Plan documents identify 3 and 4 bedroom units as being of the highest priority types of market housing for the Borough. The need for a diverse range of units sizes is also echoed within London Plan Policy 3.8. The below table provides a breakdown for the proposed units:

Unit size	1B2P	2B3P	2B4P	3B5P	Total
Private		6(15%)	10(25%)	1(2%)	17(44%)
Shared Ownership	7(18%)	6(15%)	7(18%)	2(5%)	22 (56%)
Total					39(100)

Although the Council has identified a lack of larger housing units, the main Council housing demand within the Borough is primarily for family units. The London Plan considers that family units equate to properties that can house three or more persons. Based on this definition the proposal would allow for 82% new family units.

Therefore on balance, it is considered that the proposal would provide an appropriate mix of units to meet a variety of demands across the Borough in accordance with the relevant policies and Borough priorities as well as Policy 3.8 of the London Plan.

Internal space Standards for future Occupiers

Policy 3.5 of the London Plan states that new residential units should provide the

highest quality internal environments for their future residents and should have minimum floor areas in accordance with the Government's technical housing standards set out in Table 3.3. It recognises that a genuine choice of homes should be provided in terms of both tenure and size. Detailed residential standards are also contained within the Mayor's London Housing SPG.

The breakdown in units as per Policy 3.5 is as follows:

Unit	Position	Unit size	Policy 3.5 Standard/sqm	Proposed /sqm	Fail/Comply	Amenity /sqm
1	Ground Flr	2B4P	70	86	Comply	11
2	Ground Flr	2B3P	61	71	Comply	11
3	Ground Flr	2B4P	70	81	Comply	18
4	Ground Flr	3B6P	108	106 (Hse)	Fail (-2sqm)	28
5	Ground Flr	3B6P	108	106 (Hse)	Fail (-2sqm)	28
6	First Flr	2B3P	61	70	Comply	8
7	First Flr	1B2P	50	57	Comply	7
8	First Flr	2B4P	70	86	Comply	9
9	First Flr	2B3P	61	65	Comply	7
10	First Flr	2B3P	61	65	Comply	7
11	First Flr	2B4P	70	77	Comply	7
12	Seconds Flr	2B3P	61	65	Comply	6
13	Seconds Flr	1B2P	50	52	Comply	5
14	Seconds Flr	1B2P	50	52	Comply	5
15	Seconds Flr	1B2P	50	55	Comply	6
16	Seconds Flr	2B4P	70	76	Comply	7
17	Seconds Flr	2B4P	70	76	Comply	7
18	Seconds Flr	3B5P	86	92	Comply	8
19	Seconds Flr	2B3P	61	65	Comply	7
20	Seconds Flr	2B3P	61	65	Comply	7
21	Seconds Flr	2B4P	70	77	Comply	7
22	Third Flr	2B3P	61	65	Comply	6
23	Third Flr	1B2P	50	52	Comply	5
24	Third Flr	1B2P	50	52	Comply	5
25	Third Flr	1B2P	50	55	Comply	6
26	Third Flr	2B4P	70	76	Comply	7
27	Third Flr	2B4P	70	76	Comply	7
28	Third Flr	3B5P	86	92	Comply	8
29	Third Flr	2B3P	61	65	Comply	7
30	Third Flr	2B3P	61	65	Comply	7
31	Third Flr	2B4P	70	77	Comply	7
32	Four Flr	2B4P	70	78	Comply	45
33	Four Flr	2B4P	70	82	Comply	34
34	Four Flr	2B4P	70	76	Comply	7
35	Four Flr	2B4P	70	76	Comply	7
36	Four Flr	3B5P	86	92	Comply	8
37	Four Flr	2B3P	61	65	Comply	7
38	Four Flr	2B3P	61	65	Comply	7
39	Four Flr	2B4P	70	77	Comply	7

As the above table shows, the majority of the units are generous in size and comply with the required London Plan and the National Technical Housing Standards in terms of overall size. However two of the units fall short by 2 square metres. This is considered marginal and given the generous amount of amenity space to these

townhouses, officers have taken the view that on balance, this is acceptable. In all cases, the units also meet the technical space standards for bedrooms (double 11.5/single 7.5). All of the units would also achieve a minimum ceiling height of 2.5 metres as detailed under Policy 3.5.

Affordable Housing

Policies 3.8 to 3.13 of the London Plan relate to affordable housing. Policy 3.11 states that the Mayor will, with boroughs and other relevant agencies and partners should, seek to maximise affordable housing provision and ensure an average of at least 17,000 more affordable homes per year in London over the term of this Plan. In order to give impetus to a strong and diverse intermediate housing sector, 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale. Priority should be accorded to provision of affordable family housing. Paragraph 173 of the NPPF imposes an obligation on councils to consider viability when setting requirements for affordable housing.

Policy 3.12 of the London Plan further seeks the maximum reasonable amount of affordable housing when negotiating on individual housing schemes but states that the objective is to encourage rather than restrain residential development.

Policy CS4 of Barnet's Core Strategy states that the Council will seek 40% affordable on all sites capable of accommodating ten or more dwellings. In doing so, the Council will be seeking a 60/40 mix with 60% social renting and 40% intermediate. The application proposes 56% affordable housing.

The affordable housing provision is significantly greater than that stipulated under policy CS4. The number of affordable housing units across the wider Victoria Quarter Redevelopment Area would be increased from 64 to 67 (17.9% to 18%) as a result of the proposed development. The tenure mix across the wider redevelopment area is 27% affordable rent and 73% shared ownership

Disabled Units/Access

Policy 3.8 of the London Plan further states that 10% of new residencies within a development should be wheelchair accessible or easily adaptable for residents who are wheelchair users. Provision should also be made for affordable family housing, wheelchair accessible housing and ensure all new housing meets parts M4 (2) and (3) of the Building Regulations as follows:

Part M4(2)

- *90% of the dwellings shall be designed to be Category 2 'Accessible and adaptable'*

Part M4(3)

- *10% of the dwellings shall be designed to be Category 3 'Wheelchair user dwellings'*

Details submitted with the application demonstrate that thought has been given towards wheelchair access. Two disabled units will be provided via condition. This will ensure that 10% of the complete units (including the Gateway and Victoria Quarter) are disability friendly. In addition, the applicant has stated that all the units within Building J have been designed to accommodate a wheelchair turning circle in the dining rooms, bathrooms and living rooms areas, although no plans demonstrating these turning circles have been submitted. They have also confirmed that the units are also easily adaptable and where further adaptation is required (In terms of grab rails and ropes switches) this can be introduced within the bathrooms.

The development includes step-free pedestrian access to the main entrances of the building to ensure that all occupiers and visitors can move freely in and around the public and private communal spaces. Two lifts are being provided, one at the lobby of Core J1 and the second at Core J2. The Site is 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.

However there are no specific wheelchair accessible units proposed within the scheme for the required 10% wheelchair accessible standard. The applicant has stated that a holistic approach should be taken as with the previous applications, as the overall wider scheme would achieve 10% wheelchair accessible units in compliance with policy. This would include two units in Building J to be secured via condition.

Density

Policy 3.4 of the London Plan states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2. The site falls within the PTAL rating of 3 and based on Table 3.2 the site is of an “urban” character. This has been defined as an area “*with 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.*”. For sites such as these, the London Plan density matrix suggests a residential density of between 70 and 170 habitable units per hectare.

The Mayor’s Housing SPG, at paragraph 1.3.12, further states that the density ranges should be “*used as a guide and not an absolute rule, so as to also take proper account of other objectives*”. It does not preclude developments with a density above the suggested ranges, but requires that they “*must be tested rigorously*” (para.1.3.14). This will include an examination of factors relating to different aspect

of “liveability” of a proposal (dwelling mix, design and quality of accommodation), access to services, impact on neighbours, management of communal areas and a scheme’s contribution to ‘place shaping’. The impact of massing, scale and character in relation to nearby uses will be particularly important.

The SPG also considers the opportunities and constraints with regards to density on small sites (para.1.3.39). Responding to existing streetscape, massing and design of the surrounding built environment should be given special attention – where existing density is high, for example, higher density can be justified. Paragraph 1.3.40 notes that small sites require little land for internal infrastructure, and as such, it is appropriate for density to reflect this.

The site measures 0.29 hectares with 39 units proposed resulting in a density of 134 units per hectare which falls within the limit set by London Plan for urban areas. It should also be noted that the supporting text to Policy 3.4 of the London Plan confirms that the density matrix should not be applied mechanistically.

Sunlight and Daylight to Proposed Units

The current application is accompanied by an independent Daylight/Sunlight report prepared by Right of Light Consulting which provides an assessment of the potential impact of the development on sunlight, daylight and overshadowing to neighbouring residential properties and the proposed units based on the approach set out in the Building Research Establishment’s (BRE) ‘Site Layout Planning for Daylight and Sunlight: A Good Practice Guide’.

Daylight has been assessed in terms of Vertical Sky Component (VSC) and sunlight has been assessed in terms of Annual Probable Sunlight Hours (APSH) and overshadowing has been assessed against the above BRE guidelines. The BRE Guidelines provide numerical guidelines, but these are not mandatory should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.

Daylight: the BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:

The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or

The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value.

It should be noted that the London Plan guidance states that in view of London's context accepting VSC reductions exceeding 20% is acceptable.

Sunlight: the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment it is considered that there would be no real noticeable loss of sunlight where:

In 1 year the centre point of the assessed window receives more than 1 quarter (25%) of annual probable sunlight hours (APSH), including at least 5% of Annual Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March – being winter; and less than 0.8 of its former hours during either period; and In cases where these requirements are breached there will still be no real noticeable loss of sunlight where the reduction in sunlight received over the whole year is no greater than 4% of annual probable sunlight hours.

There are a total of 55 windows proposed under the development. All these were tested. All of the units have dual aspect. The applicant's Sunlight and Daylight Assessment states that all the proposed windows pass the BRE test.

Overall, the proposed development is considered to provide a good quality of accommodation to future occupants in terms of daylight and sunlight.

Outdoor amenity

The London Housing SPG provides further guidance in relation to the provision of dual aspect units and private amenity space. Housing SPG standard 4.10.1 states that 5m² of private amenity space should be provided for each one bedroom unit, with a further 1m² provided for each additional occupant. Standard 4.10.3 states that the minimum length and depth of areas of private amenity space should be 1.5m and that developments should avoid single aspect units which are north facing, have three or more bedrooms, or are exposed to a particularly poor external noise environment.

Barnet's Sustainable Design and Construction SPD sets the minimum standards for outdoor amenity space provision in new residential developments. Flats are expected to provide 5sqm of usable outdoor communal or private amenity space per habitable room proposed and houses considerably more as detailed in Table 2.3 below of SPD Adapted from the Sustainable Design and Construction SPD and are as per the London Plan requirements. For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements.

Table 2.3: Outdoor Amenity Space Requirements	Development Scale
For Flats: •5 m ² of space per habitable room.	Minor, Major and Large scale
For Houses: •40 m ² of space for up to four habitable rooms •55 m ² of space for up to five habitable rooms •70 m ² of space for up to six habitable rooms •85 m ² of space for up to seven or more habitable rooms	Minor, Major and Large scale

The provision of outdoor amenity space within Block J is as follows:

Unit	Position	Unit size	Proposed/sqm
1	Ground Flr	2B4P	11
2	Ground Flr	2B3P	11
3	Ground Flr	2B4P	18
4	Ground Flr	3B6P	28 (-12sqm)
5	Ground Flr	3B6P	28 (-12sqm)
6	First Flr	2B3P	8
7	First Flr	1B2P	7
8	First Flr	2B4P	9
9	First Flr	2B3P	7
10	First Flr	2B3P	7
11	First Flr	2B4P	7
12	Seconds Flr	2B3P	6
13	Seconds Flr	1B2P	5
14	Seconds Flr	1B2P	5
15	Seconds Flr	1B2P	6
16	Seconds Flr	2B4P	7
17	Seconds Flr	2B4P	7
18	Seconds Flr	3B5P	8
19	Seconds Flr	2B3P	7
20	Seconds Flr	2B3P	7
21	Seconds Flr	2B4P	7
22	Third Flr	2B3P	6
23	Third Flr	1B2P	5
24	Third Flr	1B2P	5
25	Third Flr	1B2P	6
26	Third Flr	2B4P	7
27	Third Flr	2B4P	7
28	Third Flr	3B5P	8
29	Third Flr	2B3P	7
30	Third Flr	2B3P	7
31	Third Flr	2B4P	7
32	Four Flr	2B4P	45
33	Four Flr	2B4P	34
34	Four Flr	2B4P	7
35	Four Flr	2B4P	7
36	Four Flr	3B5P	8
37	Four Flr	2B3P	7

38	Four Flr	2B3P	7
39	Four Flr	2B4P	7

All flats proposed have private balconies or terraces of 5sqm of more, all of which meet the SPD minimum width requirement of 1.5 metres and have a good level of natural light, thereby comprising usable amenity space. All of the proposed residential units comply with the required policy standards aside of the two townhouses that provide 28sqm of space against the required 40sqm stated within the SPD. The supporting text of the SPD states that “Higher density development...may not always be able to provide amenity space to the standards outlined in Table 2.3. Where the standards cannot be met and an innovative design solution is not possible the council will seek a Planning Obligation...[for the shortfall].” However given that the wider development would result in the delivery of 2916sqm of new public open space and there is the nearby Victoria Recreation Ground the resulting shortfall of 24sqm would be mitigated with this provisions.

Play space

Policy 3.6 of the London Plan states that housing development proposals should make a provision for play and informal recreation for children and young people. According to Housing SPG standard 1.2.2, the development is required to make appropriate play provisions in accordance with a GLA formula and calculation tool, whereby 10sqm of play space should be provided per child, with under-5 child play space provided on-site as a minimum, in accordance with the London Plan ‘Shaping Neighbourhoods: Play & Informal Recreation SPG and ‘Providing for Children and Young People’s Play and Informal Recreation’ SPG’.

Based on the London Plan calculator it is required that the development provide 43sqm of play space (4 children). Building J provides doorstep play of 12sqm this is compliant with the minimum under five requirements detailed by the London Plan. However there is a shortfall in the remaining requirement of 31sqm. Under the most recent application (16/7601/FUL) there was a shortfall of 502sqm that was not secured via contributions owing to the extensive open space provisions of the wider site and the proximity of the Victoria Recreation Ground which benefits from approximately 37,000sqm of space. As such, in this case it is considered that the 31sqm shortfall can also be mitigated in the same way.

7.3 Impact on Neighbouring Amenity

At a national level, Chapter 11 of the NPPF has an approach based on the central principle of sustainability through the pursuit of amenity improvements, developments driven by context, long term improvements to the environment and high quality design. Amenity is also an important consideration of The London Plan (2017) Chapter 7 and Chapter 13 states that when determining planning applications, local planning authorities should ensure that any unavoidable noise,

dust and particle emissions and any blasting vibrations are controlled, mitigated or removed at source.

Under the Local Plan, the protection of existing amenity arrangements in any area is considered to be an important aspect of determining whether a proposal is acceptable or otherwise. The protection of existing residential amenity is required through good design in new developments which intern promotes quality environments. More specifically Policy DM01 states that proposals should seek to manage the impact of new developments to ensure that there is not an excessive loss of amenity in terms of daylight/sunlight, outlook and privacy for existing occupiers. While Policy DM04 under point 'd', states that proposals that are likely to generate an excessive level of noise close to noise sensitive uses, such as residential dwellings, will not normally be permitted.

This is further supported by Barnet's Adopted Residential Design Guidance SPD (adopted April 2013) which provides further guidance on safeguarding the amenities of neighbouring and surrounding residential occupiers.

Privacy, overlooking and outlook

The application proposes windows within all its elevations. There are also balconies and terraces proposed to the north and east elevations. Given the wider development of the site the most affected properties would be those at Albert Road West. These properties would be around 10 metres away from the proposed building line at the site at their closest. This relationship was considered under the previous application and officers deemed the relationship acceptable. In particular, it was noted that there are no potential impacts posed by the proposed block in respect of the other nearby properties and that in relation Building J, the nearest window would be a north facing flank of the commercial unit (Public House), which is approximately 7 metres away.

The nearest residential unit is at No.1 Albert Road West. This property is opposite the Salvation Army building which is to be demolished and replaced (at that elevation) with a three story building. The property at 1 Albert Road is two storeys and is likely to be affected by windows at the development, especially the proposed town houses. However the existing Salvation Army building, although not residential, creates some interlocking presently. Given the narrowness of the road and the pavement areas, it would not be unreasonable to assume that the existing residential occupiers have already accepted some degree of overlooking. What is important to note is that the proposed development would not create any additional overlooking for existing residents.

In the wider development scheme, the proposed Building J would be situated a good distance away from both of the nearest buildings, that being Buildings A (approximately 30 metres away) and H (18 metres away Building-to-building line). Inter-looking windows would therefore, be some distance away. Therefore the

development is more than compliant with the required policies governing loss of privacy, outlook and overlooking to any future neighbours.

Daylight, sunlight and overshadowing

There are a total of 168 windows from buildings surrounding the site (Albert Road West, Albert Road East and Victoria Road) were highlighted as being in close proximity to, and facing the proposed development. Daylighting levels for potentially affected windows of surrounding properties were found to be acceptable in all cases. It is noted that 19 windows failed to comply with the VSC test. However 10 were to non-habitable or non-domestic rooms and 9 only marginally failed.

The applicant's Sunlight and Daylight report states that of the 9 that fail, 4 of those windows only marginally fall short of the VSC test (windows 112, 113, 122 & 124 at 1 Albert Road achieve a reduction ratio of 0.7 and above against the target of 0.8). However as stated above the Mayor has issued guidance stating that given the urban grain of London an up to 20% fail rate is still acceptable. The application would fail to comply at 0.5%. Therefore it is acceptable in the context. The report concludes:

All windows which face within 90 degrees of due south have been tested for direct sunlight. All habitable room windows pass both the total annual sunlight hours test and the winter sunlight hours test (annual probable sunlight hours between 21 September and 21 March). The proposed development therefore satisfies the BRE direct sunlight to windows requirements.

There are no nearby gardens or amenity areas directly to the north of the development. The proposed development will therefore not create any new areas which receive less than two hours of sunlight on 21 March. The proposed development therefore satisfies the BRE overshadowing to gardens and open spaces requirements.

In light of the above the proposed development achieves a very high level of compliance with the BRE recommendations. As such, Overall, the development is not anticipated to have any notable impact on the daylight received by neighbouring properties.

Noise and general disturbances

Noise issues were also considered under the most recent permission and deemed to be acceptable. However given the additional number of residential units, it is important to revisit this issue. The details submitted with the application confirms that issues relating to internal and external noise and disturbance are not predicted to be significant. Noise level from any air handling units, mechanical plant, or other fixed external machinery should not increase the background noise level when measured

at the nearest sensitive residential premises. In effect, this means the noise level from any new units should be at least 10Db below existing background noise levels. This would be controlled by condition.

Therefore no significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site when compared to the previous permission, the use is consistent with the residential and mixed use character of the wider area and is also appropriate in the context of the edge of town centre location. Furthermore, no objections have been raised by neighbouring properties pertaining to harmful noise.

However as a major development, the construction phase would involve very large scale operations. As the potential for significant adverse environmental effects during this phase is large, a Construction Logistics Plan and an Environmental Management Plan should therefore be secured via condition.

Subject to the above Officers do not consider that the development would have any significant impact on the existing residential amenity at the location due by way of noise.

Air pollution

In respect of air pollution, no impacts are identified by the Council's Environmental Health Team. It is noted that any extraction that may be required for food premises (Class A3) will extract above roof height via voids within the building, the detailed design of which will be controlled by an appropriately worded condition.

In respect of traffic and parking impacts on air quality, the levels of parking has been reduced from 10 to 8 and the original 2016 Air Quality Assessment completed in 2016 has been updated as a result of the current application. The report concludes:

Due to the nature of the revised proposals, the Air Quality and Noise Assessments (November 2016) remains valid. Taking into account the nature of proposed changes we do not believe any further air quality and noise information is required and any amendments to the previously approved mitigation measures are required.

The Council's Environmental Health Officer has considered the results of the assessment and deemed it acceptable subject to conditions. These conditions will be attached in the event the application is approved.

Microclimate

In respect of wind, the proposal does not involve 'tall buildings' as defined by the Greater London Authority or the Council and as such a Microclimate Assessment is

not required. Nevertheless, it is noted that soft landscape planting is likely to have an ameliorating effect at ground floor level, as will solid balconies and terrace balustrading for the elevated amenity spaces.

7.4 Trees

Policy DM01 requires that proposals should include hard and soft landscaping that:

- Is well laid out in terms of access, car parking and landscaping.
- Considers the impact of hardstandings on character.
- Achieves a suitable visual setting for buildings.
- Provides appropriate levels of new habitat including tree and shrub planting.
- Contributes to biodiversity including the retention of existing wildlife habitat and trees.
- Adequately protects existing trees and their root systems.
- Makes a positive contribution to the surrounding area.

DM01 further states that trees should be safeguarded and when protected trees are to be felled the Council will, where appropriate, require replanting with trees of an appropriate size and species. This is also supported by the Barnet Local Plan Policy DM16, which elaborates that when considering development proposals, the Council will seek the retention, enhancement or creation of biodiversity.

The applicants has submitted an Arboricultural Impact Assessment and an Arboricultural Method Statement (March 2017) prepared by Delta Simons, which has been reviewed by the Council's Arboricultural Officer. This report states that it is required that ten trees will be removed and there are no TPO or significant trees on the site but the landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces. It concludes:

In consideration of the above findings it is concluded that, from the details provided to date, the Site in question can be developed as proposed whilst retaining a number of individual trees and tree groups and, in turn improving the overall quality of the tree cover by additional tree planting. However, in order to ensure successful existing tree preservation, it is essential that the retained trees are protected in strict accordance with current Government guidance and the recommendations included herein.

The Council's Arboricultural Officer has commented that although 10 trees are proposed for removal to facilitate the scheme the loss of these trees will not have a significant impact on visual tree amenity in the local area and can be offset with replacement planting. The design proposes a specimen tree, Holm Oak *Quercus robur*, at the junction of Victoria Road and Albert Road West. This species is evergreen, grows to approximately 20m high and an equally large spread. However

this tree would be inappropriate for this location because the location of the tree would lead to the excessive shading of nearby flat and would require constant maintenance once established.

Three planters are proposed along the front of Building J. These are located where level changes are required a total of 1.125m over 4 stages is proposed. The species mix for the planters contains a variety of evergreen shrubs, which offers a typical mix of plants found in these locations. However no additional trees are proposed along the front of Building J.

The proposed pocket park at the rear of Building J would provide a high quality visual amenity and include 11 medium sized Tibetan Cherry trees.

Officers have assessed the loss of trees and note that the applicant aims to make provisions for the replanting of several new trees and shrubs to be confirmed by the Arboricultural Officer. In the event of an approval, conditions will be attached to ensure that the final landscaping details are of an appropriate design and quality and makes a positive contribution to the area, including assisting in the creation of a safe and secure environment..

It is concluded that the scheme is acceptable and compliant with development plan policy in respect of tree and landscaping matters.

7.5 Sustainability

At the heart of the NPPF is the fundamental principle to build in favour of sustainability. It states that developments should reduce greenhouse gas emissions (paragraph 95) and in determining planning applications local planning authorities should expect developments to comply with local policies in terms of the layout of development, paying particular attention to create develops that would reduce energy consumption through building orientation, massing and landscape (paragraph 96).

In keeping with the fundamental practices of the NPPF, the Council's Local Development Plan provides policies to enforce sustainable practices. In particular, Policy CS NPPF states that a positive approach will be taken for developments that have been built to sustainable methods. Policy DM01 of the Local Plan states that all developments should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation.

This approach is also echoed by the London Plan Policy 5.2 which requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy

- Be clean: supply energy efficiently
- Be green: use renewable energy

The applicant has submitted a Sustainability and Energy Statement undertaken by WSP. The submitted statement identifies the following measures:

- The building fabric will be designed to significantly exceed the minimum fabric requirements of Part L1A and Part 2A (2013) of the Building Regulations wherever possible.
- The development is to be served by a centralised Energy Centre located in the basement.
- Low Temperature Hot Water (LTHW) via a Combined Heat & Power engine and high efficiency gas fired boilers will be provided. This will serve all heating and domestic hot water.
- (DHW) requirements throughout the site.
- The residential blocks will be connected to the centralised district heating network; with each apartment connected via a Heat Interface Unit (HIU) located in a storage cupboard.
- Underfloor heating is to be provided throughout each apartment. Ventilation will be provided by individual Mechanical Ventilation Heat Recovery (MVHR) units.
- All apartments will include 100% low energy lighting.
- Non-residential units will be completed to shell and core standard only, providing base services for future extension by tenants.
- Green roofs.
- Photovoltaic (PV) panels at roof level.

The above measures are welcomed as they specifically address the hierarchy identified in Policy 5.2 of the London Plan and all other policies detailed above.

However Policy 5.2 further affirms that the highest sustainability standards should be met by all developments. The supporting text states that it is required that “*Carbon dioxide emissions from new development should be reduced by sustainable use of energy in accordance with the Mayor’s energy hierarchy. The first step in the hierarchy, to reduce energy demand, should be met through adopting sustainable design principles outlined in Policy 5.3. The second step, to supply energy efficiently, should be met by prioritising decentralised energy, as outlined in Policies 5.5 and 5.6. The third step, to use renewable energy, is outlined in Policy 5.7.*” Therefore developments should demonstrate that sustainable design standards have been considered as part of the proposal, construction and day-to-day running of the new building.

To help aid this, Policy 5.2 (B) sets minimum targets for the carbon dioxide

emissions reduction to residential developments. This policy states that developments should meet these targets as per the Building Regulations requirements, by resulting in zero carbon emissions. Regulation 26 of the building regulations states that “Where a building is erected, it shall not exceed the target CO2 emission rate for the building...”. Policy CS13 of the Local Plan supports this aim by expecting all developments to be energy efficient and seek to minimise any wasted heat or power. In order to meet these targets it is required that the development submit detailed calculations to the Building Inspector in order for Officers to determine the building emission rate (BER).

The Sustainability Statement submitted with the application confirms the proposal would achieve CO2 savings on site of 38.9% for the non-residential and 42.9% for the residential units against Part L 2013 and renewable energy generation offsets using photovoltaic panels of 17.3% of CO2 emissions. As summary of these details are provided in the below table.

	Domestic			Non-Domestic		
	Regulated Carbon dioxide emissions (MT CO2 per annum)	Unregulated Carbon dioxide emissions (kgCO2)	% reduction	Regulated Carbon dioxide emissions (MT CO2 per annum)	Unregulated Carbon dioxide emissions (kgCO2)	% reduction
After renewable energy (CLEAN)	26.0	30.9	42.9%	7.0	3.4	38.9%

As the carbon dioxide savings proposed by the development fall short of the policy requirement, the Council would accept a cash in lieu payment of £127.318(calculated based on the London Plan £60 per tonne) to be secured through a S106 legal agreement and the applicant has accepted this.

7.6 BREEAM

As the development is characterised as a “major” development, it is required under SPA Sustainable Design and Construction, that BREEAM standards be met. Under Council policies DM01 and DM02 and the London Plan Policy 5.2 it is required that both residential and non-residential developments meet a target of BREEAM ‘Very Good’. This would be conditioned accordingly.

7.7 Highways

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) states that the Council will promote the delivery of appropriate transport measures to

relieve pressure on the existing infrastructure and support growth, whilst maintaining the level of freedom in terms of public access to these facilities. The Council is also driven by the objective to ensure that any proposed use or development would match the current transport capacity and capabilities at the local. If necessary these will be undertaken via the use of the Community Infrastructure Levy or S106 Legal Agreements. In doing so, the following measures will be prioritised:

- The reduction congestion
- Continued investment in the highways network
- Working with TFL
- The management of parking
- Maintaining road safety
- Encouraging sustainable modes of transport

Policy DM17 states that the Council will ensure that there is safety for all road users and will refuse applications that may lead to safety concerns on the highway or increase risk to vulnerable users. In considering new developments the Council will require the submission of a Transport Assessment where the proposed development is anticipated to have significant transport implications. Developments should be located close to existing public transport links and should encourage their use and if necessary, new routes and services should be created. Cycle and parking provisions should be proposed in line with the London Plan standards.

The application is supported by a Transport Statement prepared by Vectos. The application proposes the installation of 67 cycle parking spaces, 8 car parking spaces, highways works to the roundabout with Albert Road and Victoria Road.

The application site has a public transport accessibility rating of PTAL index of 3 (moderate). The site is 300 metres to the New Barnet Rail Station, 20 minutes' walk to High Barnet underground station where Northern Line connections are available and 25 minutes' walk to Cockfosters Underground Station, where connections to the Piccadilly Line can be accessed. Central London is then 25 minutes away. There are also a number of bus routes from the area.

The London Plan Policies 6.1 and 6.9 detail the requirements for cycle parking. The application complies with these requirements to an acceptable standard. In relation to car parking the Council applies its own working standards as detailed within policy DM17.

Car Parking and Cycle Parking

The application would provide 8 onsite car parking spaces including one disabled bay space and a total of 67 cycle parking spaces. A number of objections have been received by Officers. These have focused on parking.

The Highways Officer has commented that while the provision of cycle storage is acceptable on site, a lower ratio of car parking is proposed. The applicant has stated that given the constraints of the site and the wish to provide further affordable housing units, it has not been possible to provide the complete number of parking spaces required. The Highways Officer notes that the previously approved scheme resulted in a Building J ratio of 10spaces/25 units, while the current application would result in a ratio of 8/39. However it is not considered that the addition 14 units at the site would have a significant impact on the existing parking pressures in the area because further parking is proposed in the wider site. Policy DM17 in its supporting text, states that developments that do not provide the number of total parking spaces may still be acceptable.

The applicant also has 390 residential car parking spaces (plus a further 6 visitor car parking spaces) across the Victoria Redevelopment Area. Based on 371 residential units across the Victoria Quarter Redevelopment Area, the car parking ratio would equate to 1.07 car parking spaces per residential unit. This would be a very minor reduction from the previously consented 1.10 car parking spaces per residential unit.

Given that the car parking standards in the Development Plan are expressed as ‘maximum standards’, the proposed car parking provision would be 1.07 per residential unit, thereby ensuring that 1 car parking space is provided per new home across the Victoria Quarter Redevelopment Area. This is a marginal reduction on the previously approved level for the Victoria Quarter redevelopment (1.10 spaces per unit) but considered appropriate given the proximity of the train station and town centre with associated shops and services, the good PTAL rating and the mix of units proposed. 1:1 car parking provision is considered to be in accordance with Policy 6.13 in the London Plan (2016) and Policy DM17 in Barnet’s Development Management Policies DPD (September 2012).

Disabled parking space in compliance with the London Plan quota would be secured on site via condition. 2 electric charging points to meet the London Plan required 20% will also be secured via condition to encourage sustainable transport practices. In light of this, it is considered that on measure, the proposal is acceptable on highways grounds in this case.

Table 1.1 (below) provides a more detailed look at the parking requirements for the development as set out under Policy.

Table 1.1

Requirement type	Note	Requirement	Total Proposed	Fail/Comply
Car parking requirements	<i>Residential:</i> Barnet policy DM17. 0-1 for flats, 1.5-1 for terraced houses.	39	8	Fail – However the wider development site would

	<i>Commercial:</i> Only required for disabled employees.			provide more.
Electric vehicles	<p><i>London Plan:</i> 20% of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.</p> <p><i>Barnet SPD:</i> Proposed development to ensure that every 1 car parking space in 5 has provision or is future proofed to provide a suitable electrical charging point or as agreed in a Travel Plan.</p>	2	0	Fail – to be secured by condition.
Disabled parking	Disabled parking spaces as per London Plan and Manual for Streets (see London Plan Policy 6.15): 5% required	1	0	Fail – to be secured by condition.
Cycle Parking C3 use	Table 6.3 Cycle Parking minimum standards: - 1 space per 1 bedroom unit - 2 spaces per all other dwellings.	64	67	Complies
Cycle Parking A1 use	Table 6.3 Cycle Parking minimum standards for A1 use: - <i>Long-stay</i> ; from a threshold of 100 sqm: 1 space per 175 sqm - <i>Short Stay</i> ; from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm thereafter: 1 space per	2	2	Complies within the 67 spaces

Safety

For a building of this nature, the main considerations would relate to access to the building and the areas of public realm around the building.

The Metropolitan Police's Designing Out Crime Officer has been consulted and has commented that the development does not create any immediate and significant crime and safety issues. The MET have been involved with the development at an early stage and several discussions have taken place. The current development incorporates principles of Secured by Design. However to ensure that the final development is acceptable a condition will be attached requiring further details to show that the proposed development provides a safe and secure environment and that opportunities for crime have been mitigated..

Travel Plan

The Highways Officer has commented that The Transport Statement submitted by the applicant sets out the requirements for a Travel Plan Statement in accordance with the LBB SPD Planning Obligations. A contribution of £5,000 towards the management of the Travel Plan will also be required. This will be secured via a S106 legal agreement.

Drainage

Policy DM04 states that developments should demonstrate compliance with the London Plan water hierarchy for run off especially in areas identified as prone to flooding from surface water runoff. All new development in areas at risk from fluvial flooding must demonstrate application of the sequential approach set out in the NPPF (paras 100 to 104) and provide information on the known flood risk potential of the application site.

The applicant has submitted a Drainage Strategy that has been reviewed by all parties concerned. The Drainage Officer has confirmed that the proposed details are acceptable. However insufficient details have been submitted in relation to some aspects of drainage. Therefore further details are required. These details will be secured via condition.

7.8 Refuse and Recycling Storage

Under Policy CS14 of the Local Plan Core Strategy, the Council has taken a proactive approach to dealing with waste production and disposal. It notes that a key component of dealing with waste in a more sustainable way is to find better ways of reducing the amount of waste and taking more responsibility for its disposal, instead of relying on landfill sites such as that in Bedfordshire. The London Borough of Barnet has one of the largest carbon footprints per head of population in London. However it was the first local authority to introduce compulsory recycling in March 2005. As such, it is clear that the Council employs a sustainable approach to refuse and recycling. This approach also forms part of The Mayor of London's objectives. The London Plan (see Policy 5.16 and 5.17) sets a target of working towards managing the equivalent of 100 per cent of London's waste within London by 2031. Meeting this target will require the use of new facilities and technologies.

In keeping with the above, policy CS14 encourages sustainable waste management practices for all developments by way of waste prevention, re-use, recycling, composting and resource efficiency over landfill. All developments should seek to present waste disposal techniques which are able to meet future needs. The Sustainable Design and Construction SPD provides a detailed minimum requirement for waste provisions stating that “*All non-residential developments should provide a minimum of 10m2 designated waste storage space for materials for recycling, such as paper, glass bottles and jars, cans, cardboard, and plastic bottles*” (p.30) and “*A minimum internal storage capacity of 60 litres per dwelling (flats and houses) should be provided which can accommodate containers for the temporary storage of materials to be recycled.*” (p.30).

Waste storage for the commercial unit has been identified on the plan as being to the ground floor west of the site. Provision for the residential units is located in two bin stores west of the site. However details regarding the exact size and nature of the provided containers have not been submitted. Confirmation that the refuse storage area is also wheelchair accessible is also required. In the event that Members are minded to approve the development, a condition will be attached requiring further details to be submitted.

8. COMMUNITY INFRASTRUCTURE LEVY (CIL)

Given the scale of development a CIL payment is required at both local and Mayoral level.

Mayoral CIL

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. Furthermore, pursuant to Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to LB Barnet.

LB Barnet CIL

Pursuant to the LB Barnet Planning Obligations SPD, a CIL charging rate is £135 per square metre. In the case of Barnet's CIL, ancillary car parking space is chargeable (SPD Para 2.2.14). Formal determination of the CIL payment will be calculated at later stage and will be required for payment as per an agreed mechanism.

9. EQUALITY AND DIVERSITY ISSUES

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 the need 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; and sexual orientation.

As stated previous, details submitted with the application demonstrate that thought has been given towards wheelchair access in the following ways:

- step-free pedestrian access to the main entrances of the building
- Two lifts are being provided for access to the upper floors of the property.
- Disabled parking will be secured via condition
- All units are wheelchair adaptable

Therefore in recommending the application for approval, Officers have 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.

In light of the above, the proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design and providing an environment which is accessible to all.

10. CONCLUSION

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 Mayor’s London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority in their assessment of this application.

It is considered that the proposed residential development has been designed to deliver new homes within buildings that respond to their local context, taking into account both the physical constraints of the site and its relationship with neighbouring properties and the nearby townscape.

The height, form and massing of the building represents a considered response to a number of issues and would not represent an unacceptable level of form to the character of the area or building pattern. In principle, the staggered design and overall height has already been deemed acceptable by the Planning Committee. Therefore it is only required that consideration is given to the new elements of the scheme.

For the reasons set out in the previous sections of this report it is concluded that on balance, the proposed development accords with the relevant development plan policies and represents a sustainable form of development. It is therefore considered that there is no material planning considerations to justify withholding planning approval. Accordingly, the application is recommended for APPROVAL subject to conditions and a S106 Agreement to help mitigate any impact the resulting development may have.

RECOMMENDATION: GRANT WITH CONDITIONS.

APPENDIX 1: CONDITIONS AND INFORMATIVES

TIME LIMIT

1. 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.

APPROVED DRAWINGS

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

- **Architectural Drawings**
- 3372C-P-001 Site Location Plan P3
- 3372C-P-010 Existing Site Plan P2
- 3372C-P-015 Existing Site Elevations P2
- 3372C-P-020 Existing Site Plan Gateway P2
- 3372C-P-095 Proposed Site Plan P2
- 3372C-P-100 Ground Floor Plan P2
- 3372C-P-101 First Floor Plan P2
- 3372C-P-102 Second Floor Plan P2
- 3372C-P-103 Third Floor Plan P2
- 3372C-P-104 Fourth Floor Plan P2
- 3372C-P-105 Roof Plan P2

- 3372C-P-200 Street Elevations 1 of 2 P2
- 3372C-P-201 Street Elevations 2 of 2 P2
- 3372C-P-210 South Elevation P2
- 3372C-P-211 West Elevation P2
- 3372C-P-212 North Elevation P2
- 3372C-P-213 East Elevation P2
- 3372C-P-214 Courtyard South Elevation P2
- 3372C-P-215 Courtyard West Elevation P2
- 3372C-P-216 Courtyard North Elevation P2
- 3372C-P-217 Courtyard East Elevation P2
- 3372C-S-410 GIA Layout Plans & Schedule P2
- 3372C-S-415 NIA/Tenure Layout Plans & Schedule P2

- **Unit Layouts and Landscape Drawings**
- 3372C-P-901 Landscape Plan P2
- 3372C-P-902 Landscape Plan P2
- 3372C-P-700 1B Type 1 P2
- 3372C-P-701 1B Type 2 P2
- 3372C-P-702 1B Type 3 P2
- 3372C-P-710 2B3 Type 1 P2
- 3372C-P-711 2B3 Type 2 P2
- 3372C-P-712 2B3 Type 3 P2
- 3372C-P-713 2B3 Type 4 P2
- 3372C-P-720 2B4 Type 1 P2
- 3372C-P-721 2B4 Type 2 P2
- 3372C-P-722 2B4 Type 3 P2
- 3372C-P-723 2B4 Type 4 P2
- 3372C-P-724 2B4 Type 5 P2
- 3372C-P-725 2B4 Type 6 P2
- 3372C-P-726 2B4 Type 7 P2
- 3372C-P-730 2B4 M Type 1 (1 of 2) P2
- 3372C-P-731 2B4 M Type 1 (2 of 2) P2
- 3372C-P-740 3B5 Type 1 P2

- Transport Statement (August 2017); Supplementary Drainage Statement Revision A (August 2017); Flood Risk Assessment (June 2017); Noise Impact Assessment (August 2017); Daylight and Sunlight Assessment – Neighbouring properties (August 2017); Baylight and Sunlight Study (Within the Development) (August 2017); Land Contamination Assessment (September 2016); Arboricultural Survey (March 2017); Arboricultural Impact Assessment issue 2 (March 2017); Arboricultural Method Statement for Demolition, Enabling and Construction Work Phases (March 2017); Air Quality Assessment (August 2017) and 162177/AT/G01 Rev C.

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

DISABLED UNIT

3. Notwithstanding the approved plans, details of two wheelchair friendly units shall be submitted and approved prior to occupation of Building J.

Reason: To ensure the development is compliant with policies governing access for all in accordance with Policy 3.8 of the London Plan (2016)

CONSTRUCTION MATERIALS

4. Notwithstanding the details shown on the plans hereby approved the development shall not commence (other than for site preparatory or demolition purposes) until details of samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas (including bricks, bonds, windows, balconies, external gates and external doors) 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 Policy CS5 of the Barnet Local Plan Core Strategy (adopted) September 2012 and DM01 of the Development Management Policies (adopted) September 2012 and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan (2016).

PLAY EQUIPMENT

5. Notwithstanding the details shown on the plans otherwise hereby approved, prior to the first occupation of the relevant phase of the development a scheme detailing all play equipment to be installed in the communal or public amenity space as part of the development 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 and the play space shall thereafter be retained.

Reason: To ensure that the development represents high quality design and to accord with policies DM01 and of Development Management Policies (Adopted) September 2012 and Policy 3.6 of the London Plan (2016).

BOUNDARY TREATMENT

6. Notwithstanding the details submitted and hereby approved, no development shall be begun until details pertaining to boundary treatment to be used are submitted in writing to the Local Planning Authority. These details shall include materials, type and siting of all boundary treatments. The

development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and in the interests of the appearance of the development, in accordance with Policies DM01 and DM02 of the Development Management Policies (adopted) September 2012 and Policies 3.6 and 7.21 of the London Plan (2016).

TREES

7. Prior to occupation a Landscape Management Plan, including a tree planting scheme, green roof details, long-term design objectives, management responsibilities and maintenance schedules, including replanting, for all landscaped areas within the application site boundary, shall be submitted to and approved in writing by the local planning authority.

Reason: This condition is necessary to ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site in line with Policy DM16 of the Development Management Policies (adopted) September 2012.

REPLANTING OF TREES

8. Any trees, hedges 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 and protect the amenities of the area and neighbouring occupiers in accordance with Policy DM01 of the Development Management Policies (adopted) September 2012 and Policy 7.21 of the London Plan (2016).

PHOTOVOLTAIC PANELS

9. Prior to the first occupation of the development, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. Calculations demonstrating the additional carbon emission reductions that would be achieved through the provision of additional panels shall also be submitted. The development shall be carried out and constructed in accordance with the approved details.

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

USE CLASS

10. The flexible commercial units hereby approved shall only be used in connection with Use Classes A1-A4/B1/D1/D2 (sports and recreational use) only as follows:

Reason: To ensure the unit is not employed for use that is harmful to the amenity of the area and enable the Local Planning Authority to retain control of any future use of the floor space in accordance with Policies DM01 and DM13 of the Barnet Development Management Policies (adopted) September 2012.

A3 HOURS

11. The approved A3 and A4 Use Classes shall not be used outside of the hours of Monday to Saturday 08:00-23:00 and Sunday and Bank Holidays 10:00-18:00.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

12. The approved Classes A1, A2 and B1 shall not be used outside of the hours of Monday to Saturday 07:00-23:00 and Sunday and Bank Holidays 10:00-18:00.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

HOURS OF WORK

13. 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 unless previously approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

EXTERNAL LIGHTING

- 14.** Prior to the occupation of the site an External Lighting Assessment together with full details, specifications and plans of any proposed external lighting to be installed as part of the development shall be submitted and approved in writing to the Local Planning Authority. The development shall be implemented in full accordance with the approved details prior to the first occupation of the development and thereafter be maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with Policy DM01 of the Barnet Development Management Policies (adopted) September 2012 and Policy 5.3 of the London Plan (2016).

REFUSE

- 15.** Before the development commences details of the refuse collection arrangements shall be submitted to and agreed 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.

METROPOLITAN POLICE SERVICE

- 13.** Prior to carrying out above grade works of each building or part of any new building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building can achieve full 'Secured by Design' Accreditation.

Prior to the first occupation of the residential building a 'Secured by Design' accreditation shall be obtained for the building.

The development shall only be carried out in accordance with the approved details.

- 14. Reason:** To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

BREEAM

- 15.** The commercial unit hereby approved (Use Classes A1, A2, A3, A4, B1, D1 and D2) shall be constructed to achieve not less than BREEAM 'Very Good'. Prior to occupation a Post Construction BREEAM Certificate shall be

submitted to the Local Planning Authority to demonstrate that this has been achieved.

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 (2016).

- 16.** The residential buildings shall not be occupied until formal post construction BREEAM Certification demonstrating that the development has achieved BREEAM 'Very Good' has been submitted and approved in writing 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 (2016).

DEMOLITION AND CONSTRUCTION MANAGEMENT AND LOGISTICS PLAN

- 17.** No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- site preparation and construction stages of the development;
- 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;
- details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- 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;
- noise mitigation measures for all plant and processors;
- details of contractors compound and car parking arrangements;
- Details of interim car parking management arrangements for the duration of construction;

- Details of a community liaison contact for the duration of all works associated with the development.
- Site hoarding
- Wheel washing
- Dust suppression methods and kit to be used
- Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- Details of the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway
- Confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999. Proof within the contractor's specification that all NRMM will be registered on the local government website
- Confirmation that an asbestos survey has been carried out
- Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday – Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.

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 and CS14 of the Core Strategy (adopted) September 2012 and Policies DM01, DM04 and DM17 of the Development Management Policies (adopted) September 2012 and Policies 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

CONTAMINATED LAND

18. Before development commences other than for investigative work:

Part 1

a). A site investigation and risk assessment shall be designed for the site. 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.

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

Part 2

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

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

PILLING

19. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

LEVELS

20. Notwithstanding the details submitted in the drawings otherwise hereby approved the development is not to commence (other than for Groundwork's

and Site Preparation Works) 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 Development Management Policies DPD (adopted) September 2012 and Policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan (2016).

CYCLE PARKING

- 21.** The residential cycle parking provisions hereby approved shall be fully implemented in accordance with the approved plans prior to occupation of any residential unit hereby approved and shall be permanently retained thereafter.

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.

DISABLED PARKING

- 22.** Notwithstanding the plans submitted, 2 disabled parking space shall be provided and clearly marked with a British Standard disabled symbol where appropriate and permanently retained for the use of disabled persons resident to or visiting the property and their vehicles and for no other purpose. Details of any revised parking spaces shall be submitted to and approved in writing by the Local Planning Authority. Such arrangements shall be completed to the Authority's satisfaction before the building is first occupied and shall thereafter be kept available/ maintained for such use.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

ELECTRIC VEHICLE CHARGING POINTS

- 23.** Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in association with Building J shall be formally submitted and approved in writing by the Local Planning Authority. These details shall include the provision of 2 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 (2016).

VEHICULAR ACCESS

- 24.** The development shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway 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.

DELIVERY AND SERVICING

- 25.** Before the commercial unit hereby approved is occupied full Delivery and Servicing Plan (DSP) shall be submitted to and agreed 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.

PLANT NOISE

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

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

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

GREEN TRAVEL PLAN

- 27.** No development shall take place until a Green Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall provide details of the objectives, targets and measures to promote and facilitate public transport use, walking, cycling and practices/facilities to reduce the need to travel and to reduce car use. It shall also provide details of its management, monitoring and review mechanisms, travel plan coordination, and the provision of travel information and marketing. The initiatives contained within the approved plan shall be implemented and shall be in place prior to the first occupation of the development unless otherwise agreed in writing by the Local planning Authority.

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 (2016).

SURFACE WATER DRAINAGE STRATEGY 1

- 28.** The development hereby approved shall not commence until a surface water drainage strategy for the site has been submitted to and approved in writing by the local planning authority. All planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development - must use Sustainable Drainage Systems (SUDS) for the management of surface water runoff, unless demonstrated to be inappropriate.

Reason: To ensure that the development manages surface water in accordance with Policy CS13 of Core Strategy (Adopted) September 2012, Policies 5.13 and 5.14 of the London Plan (2016), and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems).

SURFACE WATER DRAINAGE STRATEGY 2

- 29.** Prior to occupation, evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development shall be submitted. The Adopting Authority must demonstrate that sufficient funds have been set aside and/or sufficient funds can be raised to cover operation and maintenance costs throughout the lifespan of the development. The

Adopting Authority shall be responsible for satisfying themselves of the suitability of the adopted SuDS prior to adoption, and shall keep records of operation and maintenance activities, for possible inspection by the Council.

Reason: To ensure that the surface water drainage system and SuDS are constructed appropriately and are adopted by an Adopting Authority responsible for the safe operation and maintenance of the system throughout the lifetime of the development. Appropriate construction of SuDS should take into consideration S13 of the Non-statutory Technical Standards for Sustainable Drainage Systems. Operation and maintenance of SuDS should take into consideration the Written Ministerial Statement of 18 December 2014 and Planning Practice Guidance Paragraphs 81 and 85.

SURFACE WATER DISCHARGE HIERARCHY

- 30.** The development shall discharge surface water runoff as high up the discharge hierarchy as possible. Prior to occupation and where it is not possible to achieve the first hierarchy, details shall be submitted in writing to the Local Planning Authority to show discharge through the ground. Applicants must demonstrate in sequence why the subsequent discharge destination was selected. Proposals to dispose of surface water into a sewer, highway drain, surface water body or another drainage system must be accompanied by evidence of the system having spare capacity downstream and acceptance of the surface water by the appropriate authority(ies).

Reason: To ensure that the development discharges surface water from the site in a manner that takes into consideration the statutory duties, legislation and regulatory requirements of authority(ies) receiving surface water and ensures that downstream flood risk is mitigated in accordance with Policy CS13 of Core Strategy (Adopted) September 2012, Policies 5.13 and 5.14 of the London Plan (2016), Approved Document Part H of the Building Regulations 2010) and Paragraph 80 of Planning Practice Guidance.

SUSTAINABLE DRAINAGE SYSTEMS DESIGN

- 31.** The surface water drainage strategy shall use SuDS to manage peak surface water runoff rates in accordance with S2 and S3 of the Non-statutory Technical Standards for Sustainable Drainage Systems. SuDS shall be used to provide volume control in accordance with S4, S5 and S6 of the Non-statutory Technical Standards for Sustainable Drainage Systems.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with in accordance with Policy CS13 of Core Strategy (Adopted) September 2012, Policies 5.13 and 5.14 of

the London Plan (2016), and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753.)

INFORMATIVES

Informative Arb Officer

1. Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below. “An overarching recommendation is to follow *BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations* and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.”

Highways

2. The applicant must submit an application under Section 184 of the Highways Act (1980) for the proposed vehicular access. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.
3. The applicant is advised that due to location of the site deliveries during the construction period should not take place between 0800 hrs - 0930 hrs and 1630 hrs - 1800 hrs. Careful consideration must also be given to the optimum route(s) for construction traffic and Development and Regulatory Services should be consulted in this respect.

Arboriculture

4. An overarching recommendation is to follow *BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations* and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British

nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth, Obama nungara flatworm and Chalara of Ash. All material to be planted must have been held in quarantine.”

Thames Water

5. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

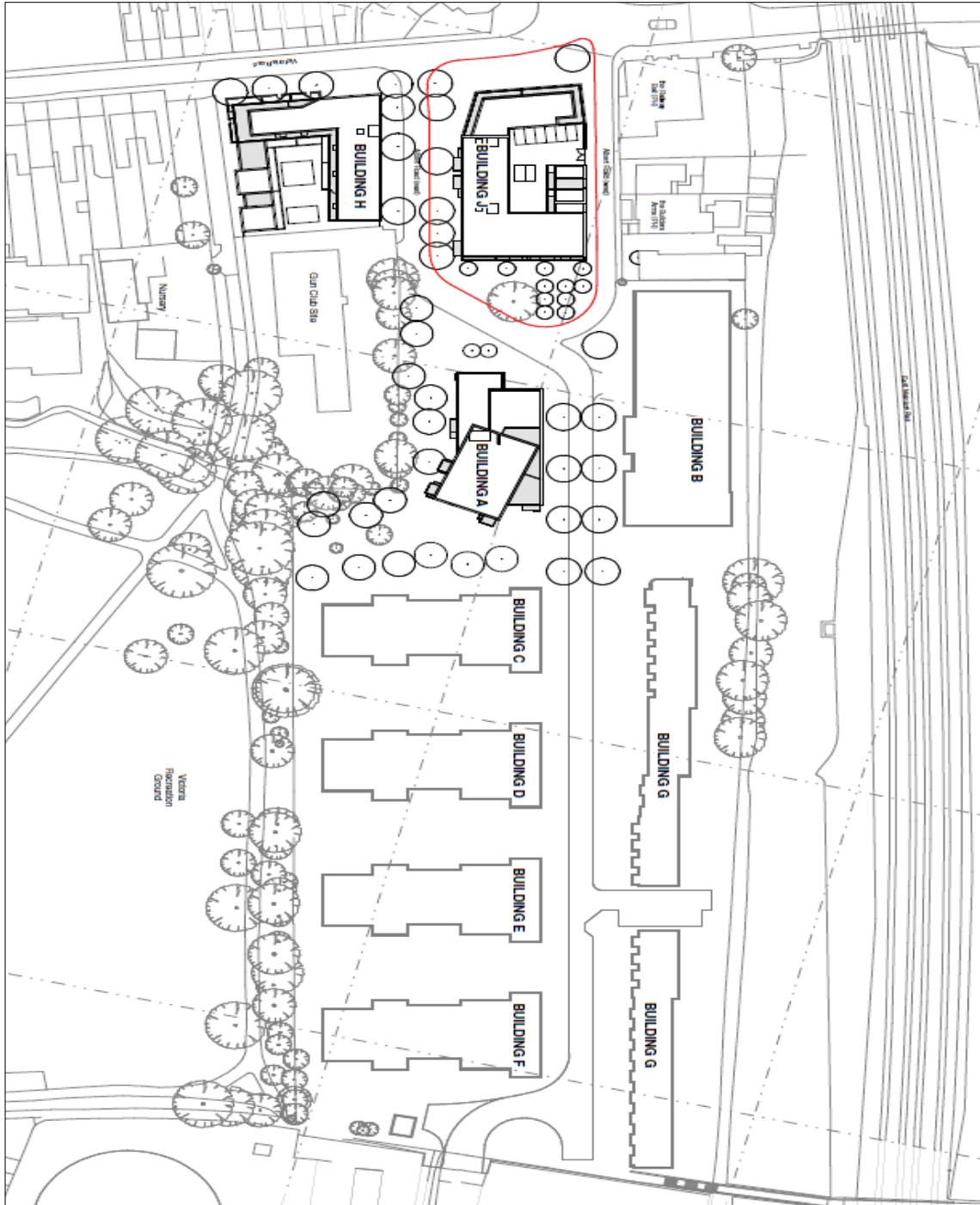
MET

6. The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813

Background Documents

None.

**SITE LOCATION PLAN: Salvation Army Hall, Albert Road, Barnet, EN4 9SH.
REFERENCE: 17/5522/FUL**



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LOCATION: Barnet College, Grahame Park Way, London, NW9 5RA

REFERENCE: 17/4373/S73 Received: 06.07.2017

WARD: East Barnet Expiry: 23.10.2017

APPLICANT: Barratt West London

PROPOSAL: Variation of condition 2 (Approved Plans) pursuant to planning permission H/03551/14 dated 06/05/15 for `Demolition of all existing buildings; redevelopment to provide 396 residential units (266 flats, 56 maisonettes and 74 dwellinghouses) in buildings ranging from 3 to 9 storeys; access from Grahame Park Way and Corner Mead, associated internal street network, open space, landscaping, parking refuse/cycle storage and amenity space provision; provision of 1.6 hectare site for educational use (subject to separate future planning application). Variation to allow for 8 additional residential units through the erection of an additional storey to Block D.

RECOMMENDATION

Recommendation 1: That the applicant and any other person(s) having a requisite interest in the land be invited to enter by way of an agreement into a Deed of Variation to planning ref: H/03551/14 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

The payment of the Council’s legal and professional costs of preparing the deed of variation and any other enabling arrangements.

b) Affordable Housing

The provision of two additional shared ownership units to be secured and existing affordable housing provisions to be amended accordingly.

Recommendation 2: That upon completion of the agreement specified in Recommendation 1 and subject to referral of the application to the Mayor of London, the Chief Planning Officer approve the planning application reference 17/4373/S73 under delegated powers and grant planning permission subject to the conditions set out in Appendix 2.

Recommendation 3: That the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

MATERIAL CONSIDERATIONS

Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. 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 development plan documents. These were both adopted by the Council in September 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 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 London Plan

The London Plan (2016) 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); 2.13 (Opportunity Areas and Intensification Areas) and 2.18 (Green Infrastructure: The Multi-Function Network of Green and Open 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); 3.16 (Protection and Enhancement of Social Infrastructure); 3.18 (Education Facilities); and 3.19 (Sports Facilities)

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); 5.4A (Electricity and Gas Supply); 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); 5.18 (Construction, Excavation and Demolition Waste); 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); 6.5 (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 (Lifetime Neighbourhoods); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location and Design of Tall and Large Buildings); 7.8 (Heritage Assets and Archaeology); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes); 7.18 (Protecting Public Open Space and Addressing Deficiency); 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 relevance 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 wellbeing 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)
- DM05 (Tall buildings)
- DM06 (Barnet’s heritage and conservation)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM13 (Community and education uses)
- 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 (SPG) and documents (SPD) are material to the determination of the application.

Local Supplementary Planning Documents:

- Planning Obligations (April 2013)
- Sustainable Design and Construction (April 2013)
- Affordable Housing (February 2007)
- Residential Design Guidance (April 2013)
- Colindale Area Action Plan (March 2010)

Strategic Supplementary Planning Documents and Guidance:

- Accessible London: Achieving an Inclusive Environment (April 2004)
- Sustainable Design and Construction (May 2006)

Planning for Equality and Diversity in London (October 2007)

All London Green Grid (March 2012)

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 which are considered to accord with the development plan. In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

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. Were permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.

PLANNING ASSESSMENT

1.0 SITE DESCRIPTION

- 1.1 The application site comprises the former Barnet College site a roughly triangular area of land of approximately 5.18 hectares in area, located on the west side of Grahame Park Way. Specifically, the application relates to Block D of the emerging Trinity Square development which would be located adjacent to the junction of Corner Mead and Grahame Park Way. As consented, Block D is comprised of 102 homes over 5 storeys with a 6 storey element and a 9 storey element at the South East corner.
- 1.2 The site is not within a conservation area and none of the buildings are subject to listing. The land slopes gently down from north to south and east to west. Grahame Park Way runs along the eastern boundary and Corner Mead runs along the south and west. Beyond Grahame Park Way is the Thameslink railway line embankment with the M1 motorway beyond. Residential properties on Lancaster Close back onto the northern boundary. To the south and west, beyond Corner Mead, is the Grahame Park Estate, with single storey garages and two storey housing facing the site. To the south is the open playing field of St James Catholic School.
- 1.3 Large retail warehouses and a garage are located on the eastern side of the M1, accessible by footpath under the railway and over the motorway. Mill Hill Broadway Thameslink station is approximately 1km to the north and Colindale Underground Station is some 500m to the south. Significant development is taking place in the wider Colindale area including the Beaufort Park development and the redevelopment of Grahame Park Estate.

2.0 PROPOSED DEVELOPMENT

2.1 The current application is made under Section 73 of the Town and Country Planning Act 1990 which seeks planning permission to vary the approved planning condition 2 (approved plans) attached to planning permission H/03551/14 dated 6th May 2015, involving the following amendments to the approved scheme:

- Addition of an additional storey to Block D to increase from 9 to 10 storeys incorporating 8 additional units

3.0 RELEVANT PLANNING HISTORY

3.1 The current application is intrinsically linked to planning application H/03551/14 which comprises the following:

- Demolition of all existing buildings; redevelopment to provide 396 residential units (266 flats, 56 maisonettes and 74 dwellinghouses) in buildings ranging from 3 to 9 storeys; access from Grahame Park Way and Corner Mead; associated internal street network, open space, landscaping, parking refuse/cycle storage and amenity space provision; provision of 1.6 hectare site for educational use (subject to separate future planning application).

3.2 Subsequent to the approval of the aforementioned application, numerous conditions relating to the permission have been discharged. All outstanding and discharged conditions are set out within Appendix 2 of this report.

4.0 CONSULTATIONS

4.1 As part of the consultation exercise 823 letters were sent to neighbouring occupiers in August 2017. The application was also publicised through site notices and a press notice was published in the Barnet Press. The consultation process carried out for this application is considered to have been entirely appropriate for a development of this scale and nature. The extent of consultation exceeded the requirements of national planning legislation and complied with Barnet's own adopted policy on consultation to be carried out for schemes of this nature.

4.2 As a result of the consultation, 2 responses were received comprising of 1 objection and 1 neutral representation.

4.3 A representation was received from Andrew Dismore AM outlining the following objections:

- This application is for an overdevelopment on an already overdeveloped site, in an overdeveloped part of the borough. Local schools, NHS and transport services are stretched to breaking point, and the already high density will be unbearable.

- However, if the principle of development on this site is accepted then there must be a very clear condition on development that all units on this site must be affordable. The original application contained so few affordable units that it is not acceptable for any further development on this site not to be so.
- Barnet is well behind target in its provision of affordable housing, mainly because Barnet Council do not enforce or request suitable affordable housing contributions. This scheme suffers the same problem.
- The developers have already made substantial profits from the rest of the development, and they will again on this amendment, even if they are all affordable.

4.5 Summary of Responses from External Consultees

GLA – No objection to application as no strategic issues for consideration

TFL - Given the additional flats, the level of long stay cycle parking should be increased by 13 spaces in line with the London Plan. The applicant is reminded that to accommodate all users, the London Cycle Design Standards (LCDS) recommends that 5% of cycle spaces should be suitable for enlarged cycles. Subject to the additional cycle spaces being secured, no further objection to application.

- 4.6 It should be noted that the following bodies were consulted on the application and did not respond:

Metropolitan Police
London Fire Brigade
Environment Agency

4.7 Summary of Responses from Internal Consultees

LBB Environmental Health – No objection subject to conditions.

LBB Drainage – No objection subject to conditions

LBB Transport and Highways – 3 additional parking spaces are required in order to be in line with parent approval and compliant with Policy DM17

5.0 **PLANNING APPRAISAL**

- 5.1 The National Planning Practice Guidance (NPPG) advises that a minor material amendment “is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.”

- 5.2 The merits of the proposed amendments are discussed in greater detail below, however the principle of the development of this portion of the site providing for residential development has already been established under the previous consent.

- 5.3 The current application would not increase the footprint of the subject building, nor would it involve any amendments to the wider scheme outside of Block D of the development. The

main issues arising out of the current application concern the visual impact of the additional storey and the affordable housing implications arising from the additional units which are fully discussed below.

Design Assessment

- 5.4 The National Planning Policy Framework 2012 (NPPF) 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 that high quality design goes beyond aesthetic considerations.
- 5.5 Barnet 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.
- 5.6 The London Plan also contains a number of relevant policies on character, design and landscaping. 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.
- 5.7 The CAAP also includes more specific policies relating to the quality of the built environment, which seek to ensure that new development in Colindale is genuinely sustainable, by creating places with a distinct identity where people want to be. The policy explanation to CAAP policy 5.1 (Urban Design in Colindale) states that 'development will respond positively to the character and opportunities of the site and provide high quality contemporary urban design and architecture in Colindale. Taller buildings will only be supported closer to the public transport interchange and on important sites and corners which aid legibility and will be required to meet stricter tests on environmental impact and design'. CAAP policy 4.4(d) has more specific guidance applying to the site, including stipulating that 'the height of buildings will be expected to compliment the height of buildings proposed as part of the Grahame Park Estate masterplan whilst respecting its surrounding context'.

- 5.5 Block D as approved in the parent application would rise to a maximum of 9 storeys adjacent to the corner of Grahame Park Way and Corner Mead. Within the officer's report for the parent application, the following was outlined in relation to Block D:

"It is noted that the site does not fall within the Colindale Avenue or Edgware Road Corridor of Change and is therefore not identified in the development plan as a location that would normally be suitable for tall buildings. However, the proposed 9 storey feature corner would be sited well away from any neighbouring building, in the south-eastern corner of the site. It is located opposite the open playing fields of St James' School, on an important corner. This building would mark the development and would aid legibility in this part of Colindale, providing a positive visual feature in the skyline. It would have an appropriate setting behind mature trees along the southern boundary and with an increased set back along the Grahame Park Way frontage. It would also only marginally exceed the definition of what is considered a tall building in Barnet. Officers therefore consider there to be a clear justification for the principle of a marker building on this key corner, as a departure from development plan policy."

- 5.6 The current application seeks to increase the maximum height of Block D to 10 storeys. As outlined above, and notwithstanding the location of the site outside of the areas identified as being suitable for tall buildings, the principle of a tall building in this location has already been accepted with the approval of the parent application. The key consideration is therefore whether the additional storey would render Block D of the development excessively tall in its context.
- 5.7 As outlined, Block D of the development is located on a prominent corner and the principle of a tall building has already been accepted through the approval of the parent application. Whilst it is inexorable that the additional storey would increase the prominence of the building, it is considered that it would also enhance the extent to which the building would serve as a marker element of the development, aiding the legibility of the wider development. There are emerging tall buildings of a 10 storey height and above in the wider area at both Beaufort Park and Colindale Gardens and in this regard it is considered that such a tall building in this location would not be incongruous in the wider context of Colindale.
- 5.8 The additional storey proposes to replicate the existing form and appearance of the approved building, utilising the same materials and architectural language. The design and appearance has already been agreed through the approval of the parent application and the discharge of subsequent conditions. In this regard, the continuation of this aesthetic with an additional storey is similarly considered to be acceptable.

Affordable Housing

- 5.9 The development would result in an additional 8 units, in the context of the wider site which is delivering 396 residential units. In the determination of the parent application, 6% of the units being delivered were secured as affordable through the Section 106 Agreement. This

level of affordable housing was a result of the need for the development to cross subsidise the relocation of the college facility and the provision of land for a new primary school.

- 5.10 An initial review of the current proposal and the likely viability inputs, indicated that a full reappraisal of the wider scheme would likely result in a similar affordable housing output of 6%. The applicant has offered to provide 2 of the 8 additional units as affordable (25% of the additional units being provided). Relative to the number of additional units being provided, the offer of 25% of the additional units as affordable would exceed the number of affordable units that would be secured if a full reappraisal indicating a viable level of 6% affordable housing. Taking a pragmatic and reasoned view, it is therefore considered that the applicant's offer to provide 25% of the additional units as affordable is reasonable.
- 5.11 The parent application was approved with an affordable tenure split of 60:40 in favour of affordable rented units. Due to the layout and the tenures of the emerging development, all of the rented units are located in other blocks. In practical terms, this means that the provision of a rented unit within Block D would not be feasible when shared service charges are considered and on the basis that a Registered Provider is unlikely to take on isolated units. As a result of this, both of the additional affordable units are proposed to be provided as shared ownership. This is considered to be acceptable for the reasons outlined.

Transport and Highways

- 5.12 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 and more environmentally friendly transport networks, require 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. Other sections of Policies DM17 and CS9 seek 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.
- 5.13 The parent application was approved with a parking ratio of 0.8 spaces per unit. The development would entail the provision of 8 additional units which would equate to between 6 and 7 additional spaces to be provided. The applicant is proposing to provide 3 additional spaces at ground floor level of Block D which would fail to provide the requisite additional spaces. In this regard, a condition is therefore recommended that would require the submission of a revised car parking layout showing 3 additional spaces either within Block D or consolidated across the wider site.

Planning Obligations

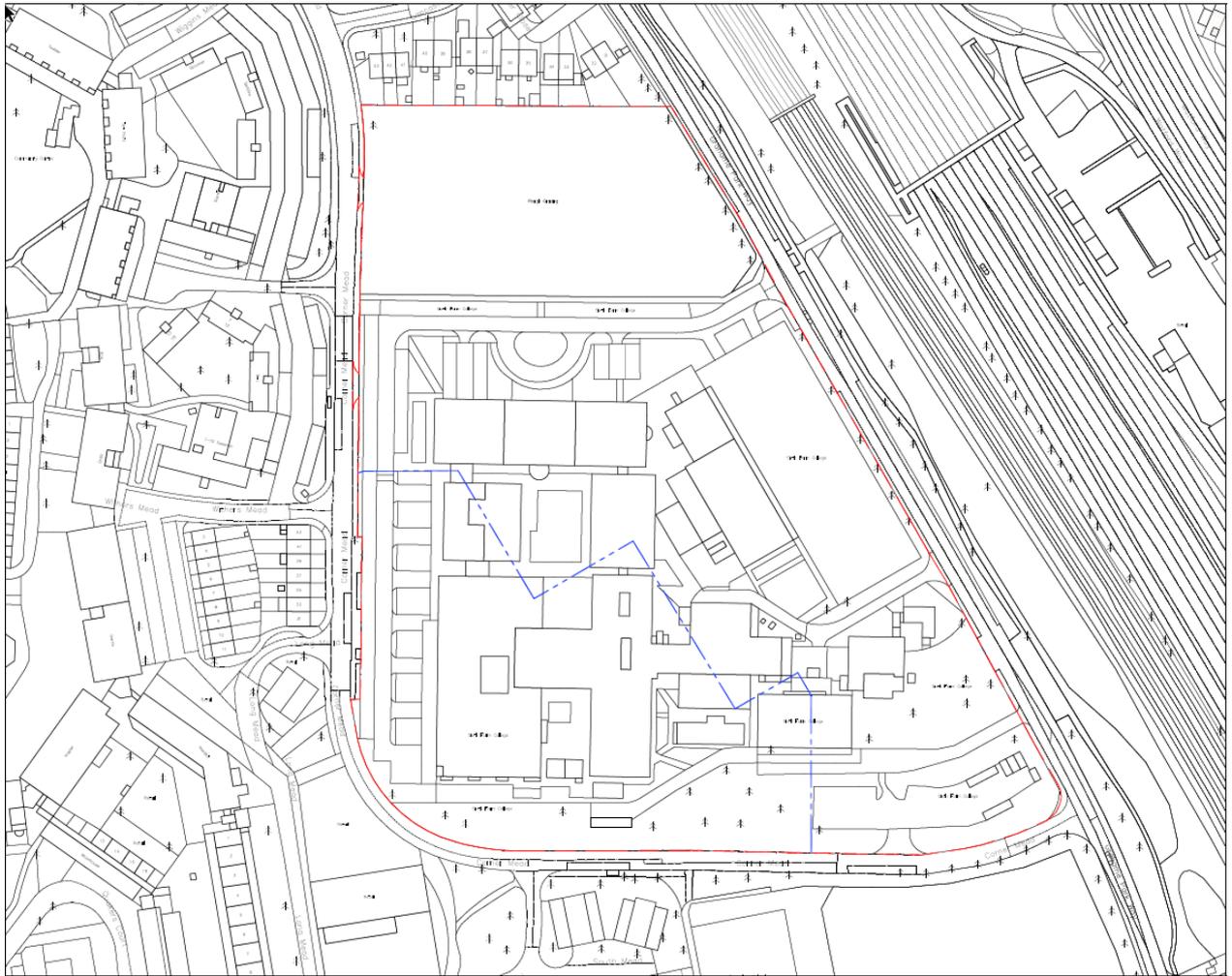
- 5.14 Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.
- 5.15 In accordance with development plan policies the following obligations are required to be secured through a legal agreement with the developer. If permission were granted it is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.
- **Affordable Housing** – the applicant would be expected to enter into a deed of variation to the S106 for planning ref H/03551/14 in order to secure 2 additional units as shared ownership and to amend the existing agreement accordingly

6.0 Conclusion

- 6.1 The application is made under S73 of the Town and country Planning Act seeking a minor material amendment to the approved reserved matters approval to allow for the changes outlined above. National Planning Practice Guidance (NPPG) advises that a minor material amendment “is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved”.
- 6.2 The key issues associated with the assessment of the current application are considered to be the visual impact of the additional storey, the affordable housing implications and the level of additional parking required.
- 6.3 In terms of the visual impact, it is considered that the additional storey would enhance the extent to which Block D would act as a marker building and would improve the legibility of the wider site. Emerging developments Beaufort Park, Colindale Gardens and Grahame Park all incorporate buildings of 10 or more storeys and as such a 10 storey building in this location would not be incongruous in the wider context of Colindale.
- 6.4 In terms of affordable housing, 2 of the 8 additional units would be provided as shared ownership units. For the reasons outlined in the preceding report, this is considered to be acceptable and the applicant would be expected to enter into a deed of variation to the S106 of the parent application in order to secure these units as affordable.
- 6.5 Finally, turning to parking, 3 additional spaces are proposed within Block D which would fall short of the 6 spaces that would be required in order to be compliant with the agreed parking ratios and Policy DM17. A condition requiring the submission of a revised car parking layout incorporating 3 additional spaces is therefore recommended.

6.6 In respect of all other matters, the current Section 73 application does not warrant a reconsideration of any of the matters agreed in approving the parent application. For the reasons set out above, the application is recommended for approval subject to a deed of variation and Stage 2 referral to the Mayor.

Appendix 1: Site Location Plan



Appendix 2: Conditions

- 1) This development must be commenced within three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

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

Existing Site Plans

BAR-BSC-0000 Rev A

BAR-BSC-0001 Rev A

BAR-BSC-0002 Rev A

BAR-BSC-0003 Rev A

BAR-BSC-0004

Proposed Site Plans

BAR-BSC-0100 Rev C

BAR-BSC-0101 Rev A

BAR-BSC-0102 Rev A

BAR-BSC-0103 Rev A

BAR-BSC-0104 Rev A

BAR-BSC-0105 Rev A

BAR-BSC-0106 Rev A

BAR-BSC-0107 Rev A

BAR-BSC-0108 Rev A

BAR-BSC-0109 Rev A

BAR-BSC-0110 Rev A

BAR-BSC-0111 Rev A

Proposed Site Elevations

BAR-BSC-0150 Rev D

BAR-BSC-0151 Rev B

Proposed Site Sections

BAR-BSC-0180 Rev A

BAR-BSC-0181 Rev A

Block Plans

BAR-BSC-0200 Rev A

BAR-BSC-0201 Rev A

BAR-BSC-0202 Rev A

BAR-BSC-0204 Rev A

BAR-BSC-0205 Rev A

BAR-BSC-0206 Rev A

BAR-BSC-0209 Rev A

BAR-BSC-0210 Rev A

BAR-BSC-0211 Rev A

BAR-BSC-0214 Rev A
BAR-BSC-0215 Rev A
BAR-BSC-0216 Rev A
BAR-BSC-0217 Rev A
BAR-BSC-0218 Rev A
BAR-BSC-0219 Rev A
BAR-BSC-0220 Rev A
BAR-BSC-0221 Rev A
BAR-BSC-0222 Rev A
BAR-BSC-0223 Rev A
BAR-BSC-0224 Rev A
BAR-BSC-0225 Rev A
BAR-BSC-0226 Rev A
BAR-BSC-0227 Rev A
BAR-BSC-0228 Rev A
BAR-BSC-0229 Rev A
BAR-BSC-0230 Rev A
BAR-BSC-0231
Block Elevations
BAR-BSC-0250 Rev B
BAR-BSC-0251 Rev B
BAR-BSC-0252 Rev B
BAR-BSC-0253 Rev B
BAR-BSC-0254 Rev B
BAR-BSC-0255 Rev B
BAR-BSC-0256 Rev B
BAR-BSC-0257 Rev B
BAR-BSC-0258 Rev B
BAR-BSC-0259 Rev B
BAR-BSC-0260 Rev B
BAR-BSC-0261 Rev B
BAR-BSC-0262 Rev B
BAR-BSC-0263 Rev B
BAR-BSC-0264 Rev B
BAR-BSC-0265 Rev B
BAR-BSC-0266 Rev B
BAR-BSC-0267 Rev B
BAR-BSC-0268 Rev B
BAR-BSC-0269 Rev B
BAR-BSC-0270 Rev B
BAR-BSC-0271 Rev A
BAR-BSC-0272 Rev C
BAR-BSC-0273 Rev A
BAR-BSC-0274 Rev A
BAR-BSC-0275 Rev A

Additional Block Plans

BAR-BSC-0276 Rev A

BAR-BSC-0277 Rev A

BAR-BSC-0278 Rev A

BAR-BSC-0279 Rev A

BAR-BSC-0280 Rev A

BAR-BSC-0281 Rev A

BAR-BSC-0282 Rev A

BAR-BSC-0283 Rev A

BAR-BSC-0284 Rev A

BAR-BSC-0285 Rev A

BAR-BSC-0286 Rev A

BAR-BSC-0288 Rev A

Unit Plans

BAR-BSC-0300 Rev B

BAR-BSC-0301 Rev B

BAR-BSC-0302 Rev B

BAR-BSC-0303 Rev B

BAR-BSC-0304 Rev B

BAR-BSC-0305 Rev B

BAR-BSC-0306 Rev B

BAR-BSC-0307 Rev C

BAR-BSC-0308

BAR-BSC-0309

BAR-BSC-0310 Rev B

BAR-BSC-0311 Rev B

BAR-BSC-0312 Rev B

BAR-BSC-0313 Rev B

BAR-BSC-0314 Rev B

BAR-BSC-0316 Rev B

BAR-BSC-0320 Rev B

BAR-BSC-0321 Rev B

BAR-BSC-0322 Rev B

BAR-BSC-0323 Rev B

BAR-BSC-0324 Rev A

BAR-BSC-0325 Rev A

BAR-BSC-0326

Visuals

BAR-BSC-0400 Rev A

BAR-BSC-0401 Rev A

BAR-BSC-0402 Rev A

BAR-BSC-0403 Rev A

BAR-BSC-0404 Rev A

BAR-BSC-0405 Rev A

BAR-BSC-0406

BAR-BSC-0407
BAR-BSC-0408
BAR-BSC-0409
BAR-BSC-0410
BAR-BSC-0411
BAR-BSC-0412
BAR-BSC-0413
BAR-BSC-0414
BAR-BSC-0415
BAR-BSC-0416
BAR-BSC-0417
BAR-BSC-0418
BAR-BSC-0419
BAR-BSC-0420
BAR-BSC-0421
Landscape
BAR-BSC-9001 Rev B
BAR-BSC-9002

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

- 3) This condition was discharged under application ref: 15/05747/CON
- 4) This condition was discharged under application ref: 15/06521/CON
- 5) This condition was discharged under application ref: 15/06521/CON
- 6) This condition was discharged under application refs 15/03306/CON and 16/5201/CON
- 7) Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any order revoking and re-enacting that Order) the building(s) hereby permitted shall not be extended in any manner whatsoever.

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, as well as to ensure appropriate amenity space provision for future occupiers of the development, 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) and the Council's Supplementary Planning Document: Residential Design Guidance (2013).

- 8) This condition was discharged under application ref: 15/05747/CON

9) Notwithstanding the details shown on the plans submitted and otherwise hereby approved none of the buildings in each phase of the development hereby permitted shall be occupied until details are submitted to the Local Planning Authority and approved in writing which specify:

(a) the siting and design of all privacy screens that are to be installed as part of the development; and

(b) a schedule of the parts of the roofs of the houses hereby permitted that are to be used for amenity purposes and those which are to be restricted access for maintenance only.

Before the buildings hereby approved are occupied the development shall be implemented in full accordance with the approved details for that phase and specifications and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan.

10) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, no phase of the development hereby permitted shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of boundary treatments to be installed as part of that phase of the development. These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

11) This condition was discharged under application ref: 17/5978/CON

12) This condition is longer applicable as matters previously considered under Lifetime Homes criteria are now covered by Building Regulations

13) This condition is longer applicable as matters previously considered under Code for Sustainable Homes criteria are now covered by Building Regulations

14) This condition was discharged under application ref: 17/3689/CON

15) This condition was discharged under application ref: 15/05747/CON

16) This condition was discharged under application ref: 15/05747/CON

17) 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 for that phase, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

- 18) Prior to the development proceeding above ground floor damp proof course level for each phase details comprising a scheme of measures to enhance and promote biodiversity at the site as redeveloped shall be submitted to 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 bats and birds. The approved scheme of measures shall be implemented in full in accordance with the approved details before the first occupation of the development in each 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.

- 19) This condition was discharged under application ref: 15/05747/CON

- 20) Notwithstanding the details contained in the submitted Design and Access Statement, prior to the development of each phase proceeding above damp proof course level, details of the proposed green and/or brown roofs (to include extent/siting, design specifications, planting/seeding plans and maintenance arrangements) shall be submitted to the Local Planning Authority and approved in writing. The development shall be carried out in accordance with the approved details for each phase and shall thereafter be retained and maintained as such.

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

- 21) The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) Report No: C9873/FRS-DS/01 dated June 2014 by Jubb Consulting Engineers Limited and Drawing SK014_A_Green and Brown Roofs. The surface water discharge rate from the site shall be limited to 18.8 litres per second for all events up to and including a 1 in 100 year plus climate change storm as stated in the submitted FRA. The surface water drainage strategy shall include green and brown roofs as shown in SK014_A_Green and Brown Roofs. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To reduce the risk of flooding, enhance ecology and to ensure compliance with policies 5.13 and 5.11 of the London Plan.

- 22) This condition was discharged under application ref: 17/6387/CON
- 23) 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.

- 24) This application was discharged under application ref: 15/06521/CON
- 25) This application was discharged under application ref: 16/5201/CON
- 26) All work comprised in the approved scheme of hard and soft landscaping for each phase 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 phase of 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.

- 27) This application was discharged under application ref: 15/06521/CON
- 28) This condition was discharged under application ref: 15/05747/CON
- 29) This condition was discharged under application ref: 15/05747/CON
- 30) Prior to the commencement of the any phase of development hereby approved details of the location, extent and depth of all excavations for drainage and other services in relation to trees to be retained, or trees on adjacent sites, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with such approval for each phase.

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.

- 31) Notwithstanding the details shown on the plans otherwise hereby approved, prior to the first occupation of any phase of the development a scheme detailing all play equipment to be installed in the central square and communal amenity space as part of the development 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 and the play space shall thereafter be retained.

Reason: To ensure that the development represents high quality design and to accord with policies DM01 and DM02 of the Barnet Local Plan and policy 3.6 of the London Plan.

- 32) The dwellings hereby approved shall not be occupied unless and until a Landscape Management Plan, including details of the long term design objectives, management responsibilities and maintenance schedules for all areas of the site, have been submitted to the Local Planning Authority and approved in writing. The management of the landscaping at the site shall be carried out in accordance with the details in the approved Landscape Management Plan.

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.

- 33) This condition was discharged under application ref: 17/3689/CON

- 34) No phase of development shall proceed above ground floor damp proof course level until details of all extraction and ventilation equipment shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details before the use is commenced in that phase.

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

- 35) Notwithstanding the Noise Report hereby approved, details of noise insulation measures to be incorporated into each phase of the development shall be submitted in writing to the Local Planning Authority and approved in writing before any development takes place above ground floor damp proofcourse level. The approved measures shall be implemented in their entirety before any of the units in that phase are occupied.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- 36) This condition was discharged under application ref: 17/3689/CON

- 37) No phase of development shall proceed above ground floor damp proof course level until a report is 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 for that phase. 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 in that phase are occupied.

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.

- 38) This condition was discharged under application ref: 17/3689/CON
- 39) This condition was discharged under application ref: 15/06521/CON
- 40) This condition was discharged under application ref: 15/03306/CON and 17/1078/CON
- 41) The development hereby approved shall not proceed above ground floor damp proof course level in any phase until a Car Parking Management Plan (CPMP) is submitted to, and approved in writing by the Local Planning Authority. The CPMP shall include the below details:
- i. notwithstanding the submitted parking layout, the modified layout showing all the spaces to be submitted for approval to the LPA. The parking layout to include spaces reserved for the car club;
 - ii. mark the standard spaces, possibly to be converted in the future and include the mechanism of how the conversion will be carried out;
 - iii. locations of the Electric Vehicle Charging Points (EVCP) with the overall provision 20% active and 20% passive,
 - iv. include details about monitoring the use of EVCP and converting from passive to active, if there is a demand.
 - v. marking the disabled parking spaces to be marked correctly on site prior to occupation. All car parking spaces for the disabled users should be as near as possible to main entrances.
 - vi. information about how disabled visitors will be accommodated
 - vii. details of the management company doing the enforcement measures on the unauthorised parking.
 - viii. all car parking spaces in this proposal shall not thereafter be used for any other purpose than parking and turning of vehicles associated with this development
The development shall be carried out and shall operate in accordance with the approved CPMP for each phase.

Reason: To ensure that parking is provided and managed at the development in the interests of highway and pedestrian safety and the free flow of traffic in the area and in accordance with policies CS9 and DM17 of the Barnet Local Plan.

- 42) This condition was discharged through condition 17/5978/CON
- 43) Prior to occupation of any phase of the development hereby permitted, the approved phase of development shall make provision for cycle parking and cycle storage facilities in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority. Such spaces shall be permanently retained and made available for use thereafter.

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.

- 44) Prior to the first occupation of the dwellings hereby approved full plans, details and specifications of all external lighting to be installed as part of that phase of development 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 the first occupation of each phase of the development and thereafter be maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and 5.3 of the London Plan.

- 45) Prior to the first occupation of each phase of the development hereby approved, an External Lighting Assessment shall be submitted to and approved in writing by the Local Planning Authority. The External Lighting Assessment submitted shall detail the existing average night time luminance and light spread levels across the application site at night, identify the levels of light pollution received at the windows to residential properties within the phase of the proposed development and, where appropriate, identify the measures to be used to mitigate the impacts of light pollution on the future occupiers proposed dwellings. Any light pollution mitigation identified in the External Lighting Assessment shall be implemented in full prior to the first occupation of the new dwellings in each phase of the development.

Reason: To ensure the development provides adequate amenities of the future occupiers of the proposed dwellings and to accord with policy DM01 of the Barnet Local Plan.

- 46) Prior to the development hereby permitted proceeding above ground floor damp proof course level, a scheme for the provision of communal/centralised satellite and television reception equipment to be installed on the roof of all blocks in that phase of development hereby permitted shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the details approved and the equipment shall thereafter be retained and made available for use by all occupiers of the development.

Reason: To ensure that the development makes appropriate provision for such equipment, so as to not impact adversely on the townscape and character of the area, so that it accords with policies CS5 and DM01 Barnet Local Plan.

47) Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

- The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

Reason: To ensure that the development does not impact adversely on the townscape and character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with policies CS5 and DM01 Barnet Local Plan.

48) Notwithstanding the details of the application, hereby approved, prior to the first occupation of Block D, a revised site car parking layout shall be submitted to and approved in writing by the Local Planning Authority showing an additional 3 car parking spaces unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that sufficient parking is provided in the interests of highway and pedestrian safety and the free flow of traffic in the area and in accordance with policies CS9 and DM17 of the Barnet Local Plan.

LOCATION: Dollis Valley Estate (Phase 3) Barnet EN5 2TS

REFERENCE: 17/5168/RMA

Received: 08 Aug 2017

Accepted: 11 Aug 2017

WARD: Underhill

Expiry: 10 Nov 2017

AGENDA ITEM 9

APPLICANT: Mr Robin Williamson

PROPOSAL: Reserved matters application seeking approval of landscaping, appearance, scale, access and layout for Phase 3 of the Dollis Valley Regeneration pursuant to Condition 7 of the hybrid planning permission reference B/00354/13 dated 01/10/2013 involving the erection of 117 residential dwellings (Use Class C3) comprising 61 houses and 56 apartments, including associated infrastructure, car parking and landscaping, together with details to discharge the requirements of the following conditions:

6 - Phasing and Implementation Strategy

7 - Reserved Matters to be Submitted per Phase

39 - Children's Play Space

48 - Archaeology

53 - Sound Insulation

89 - Daylight, sunlight and overshadowing assessment

APPLICATION SUMMARY

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 Barnet's Place Shaping Strategy and 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. 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.

A hybrid planning application was granted in October 2013 under planning application B/00354/13 for the redevelopment of the Dollis Valley Estate and comprising for the redevelopment of Dollis Valley Estate to accommodate up to 631 residential units, replacement community space, new open space and infrastructure. The application was submitted in a part outline/ part detailed form (referred to as a 'hybrid' application), with detailed permission being sought for Phase 1 of the development comprising of 108 residential units, the new community space and associated café and nursery and associated public open space, road network and parking and outline permission for Phases 2-5 comprising the balance of 523 residential units and associated road network, open space provision and parking.

The outline element of the hybrid planning permission approved a masterplan and a series of plans for the development which established the siting of the new buildings, landscaping, the points of access and road layout. The scale of the buildings, external appearance and landscaping were 'reserved' for future consideration.

Countryside Properties (UK) Ltd and London and Quadrant Housing Trust have submitted a reserved matters application for the scale, external appearance and landscaping for Phase 3 of the Dollis Valley regeneration. Phase 3 is the smallest of the noted construction phases covering an area of 1.8 hectares. Phase 3 looks to provide 117 dwellings comprising of 61 houses and 56 apartments. Of the 117 units, 74 will be for private sale, 38 affordable rent and 5 intermediate, representing an affordable housing provision of 37%. The current application focuses on only some of the required reserved matters under Phases 3.

The reserved matters as per condition 7 pertain to the detailed design, appearance and landscaping of Phase 3 have been assessed and it is considered that the proposals will deliver high quality, sustainable, residential accommodation. The vision of the development to create a contemporary 'Arts and Crafts' garden suburb is carried forward in the detailed design of the houses and flats whilst the scale and form of the buildings respect the surrounding residential context. The use of high quality brick throughout these zones will provide a robust material as well as continuity across the overall masterplan. The overall layout and design of the buildings and landscape is considered to create a high quality residential environment and enhanced public realm consistent with details submitted under previous phases of which Phase 1 has been completed and Phase 2 is currently under construction.

This application is the second reserved matters application submitted pursuant to the hybrid approval and will allow Phase 3 of the regeneration of the Dollis Valley Estate to be delivered and contribute to the objective of creating a new, mixed and balanced communities comprising new private sale homes as well as affordable housing that will bring social, economic and environmental benefits to the surrounding area.

RECOMMENDATION

Recommendation 1: Approve Subject to conditions.

Recommendation 2: It is RESOLVED that the Committee grants delegated authority to the Head of Planning to make any minor alterations, additions or deletions to the recommended conditions and obligations as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

ASSESSMENT

1. SITE AND SURROUNDINGS

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 was redeveloped under Phases 1 and 2.

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 originally consisted of several blocks of flats and maisonettes providing 436 units of which 103 have been demolished. 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.

In addition to the residential units on the estate there is also the Rainbow Centre. Given the location of these facilities within the estate, they are not readily accessible to the wider community.

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 the road network.

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). The Estate is identified in the Council's 2012 adopted Local Plan - Core Strategy Development Plan Document (DPD) as one of the Priority Housing Estates for regeneration. It also 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. Therefore 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.

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.

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.

A hybrid planning application was submitted in January 2013 for: The redevelopment of the Dollis Valley Estate and comprising 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 and;
- New street planting and landscaping.

The application was submitted in a part outline/part detailed form (referred to as a 'hybrid' application), with detailed permission being sought for phase 1 of the development comprising of 108 residential units the new community space and associated café and nursery and associated public open space, road network and parking and outline consent for phases 2-5 comprising the balance of 523 new residential units and associated road network, open space provision and parking.

The Planning and Environment Committee resolved to grant planning permission subject to the completion of an associated S106 and Direction from the Mayor of London. The S106 was signed and the planning decision issued on the 1 October 2013 following confirmation from the Mayor of London that they did not wish to direct refusal.

Phase 3, the main subject of this application, represents the smallest development phase area for the wider scheme covering an area of 1.8ha. It is bounded by the rear properties at Brent Place, Dollis Valley Way and Dollis Valley Drive.

2. PROPOSAL

The application seeks approval for the reserved matters for Phase 3 detailed under conditions 6 and 7 as well as the discharge of conditions for the hybrid planning permission reference: B/00354/13. These details are as:

- Condition 6 (Phasing and Implementation);
Requires details of the proposed phasing of Phases 2-5 prior to the commencement of development within each phase. – This was previously discharged under the Phase 2 submission, planning reference B/02349/14. However the current application looks to make further amendments.
- Condition 7 requires the submission reserved matters pertaining to housing, landscaping, scale, layout and appearance. Phase 3 is the smallest of the

noted construction phases covering an area of 1.8 hectares. Phase 3 looks to provide 117 dwellings comprising of 61 houses and 56 apartments. Of the 117 units, 74 will be for private sale, 38 for affordable rent and 5 intermediate, representing an affordable housing provision of 58%. The proposed housing mix is as follows:

	Private	Affordable	Intermediate	Total
Apartments				
1 bed 2 persons	6	10	-	16
2 bed 3 persons	5	10	5	20
2 bed 4 persons	17	3	-	20
3 bed 5 persons	-	-	-	-
Houses				
2 bed 4 persons	-	-	-	-
3 bed 5 persons	12	7	-	19
3 bed 6 persons	15	-	-	15
4 bed 6 persons	-	8	-	8
4 bed 7 persons	19	-	-	19
Total	74	38	5	117

Landscaping details have been submitted pertaining to the proposed rear gardens, tree and shrubbery planting, courtyard in block 4. In addition to the proposed housing, two out of the three public squares secured under the outline consent are located within Phase 2, along with associated children's play equipment and landscaping.

- Condition 39 (Children's playspace);
Requires details of children's play prior to the commencement of development within each phase.
- Condition 48 (Archaeology);
Requires the submission of a written scheme of investigation prior to the commencement of development within each phase.
- Condition 53 (Sound Insulation);
Required details of proposed sound insulation measures prior to the commencement of development within each phase.
- Condition 89 (Daylight, Sunlight, Overshadowing Assessment).
Requires a daylight and sunlight and overshadowing assessment to be submitted with each reserved matters application.

The applicant originally submitted details pursuant to the discharge of conditions 16, 23, 35, 37, 40, 49 and 51. However the details were deemed to be insufficient to

allow a formal discharge of these conditions and were subsequently they were withdrawn from the application.

3. RELEVANT SITE HISTORY

B/00354/13: 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. – **Granted, 01/10/2013.**

Preapplication:

Countryside and L&Q engaged in pre-application consultation with LBB through the following meetings:

- 23 February 2017 – introduction to proposals
- 21 April 2017 – design rationale
- 11 May 2017 – transport and landscape

4. PUBLIC CONSULTATIONS AND VIEWS EXPRESSED

The application was advertised via a Site Notice displayed at the site for a period of 21 days from the 24 August 2017.

The application was also publicised via direct neighbour letters to 1476 neighbouring properties. One neighbour comment has been received from the following address:

- Dollis Valley Partnership Board, 82 Millbridge Barnet Herts EN5 2UQ (Supports)

These comments can be summarised as follows:

- Request to speak.

- *“We are nearly 50% through the regeneration of Dollis Valley and phase 3 marks this mile stone and we do this with great pride that the first two phases have bought to the resident of the new homes and great anticipation of the other residents looking forward to the future when they can move in to there new homes, so there for I would ask for all concerned to approve this application so that we can finish the fabulous effort and work already completed.”*

5. STATUTORY AND INTERNAL BODIES

- **Historic England:** No objection. It is agreed that planning condition 48 does not require any further investigation. Therefore it is approved for discharge.
- **Highways England:** No objection.
- **Cadent (National Grid):** No objection.
- **Transport for London:** No objection.
TfL notes that 156 parking spaces will be provided for the 117 dwellings, as agreed at the outline stage. Also, the stopping up of highways will be required and is acceptable.
- **Barnet Council’s Environmental Health Service Comments:** The External Façade Sound Insulation report prepared by WSP in June 2017 gives satisfactory levels of acoustic glazing to discharge condition 53.
- **Barnet Council’s Waste and Refuse Officer:** No objection.
- **Barnet Council’s Highways Officer:** Insufficient information has been submitted to allow a detailed consideration of highways matters. Therefore conditions 16, 23, 35 and 37 cannot be discharged at this stage.
- **Barnet Council’s Arboricultural Officer:** No comments received.

6. KEY PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan.

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 development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 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 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.

Officers have considered the development proposals very carefully against the relevant policy criteria and 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 therefore considered to comply with the requirements of the development plan.

6.1 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 relevant Policies are as follows:

- 2. Ensuring the vitality of town centres
- 4. Promoting sustainable transport

- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment

6.2 *The Mayor's London Plan 2017*

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 Relevant Policies are as follows:

- Policy 1.1 - Delivering the Strategic Vision and Objectives for London
- Policy 2.6 - Outer London: Vision and Strategy
- Policy 2.7 - Outer London: Economy
- Policy 2.8 - Outer London: Transport
- Policy 2.15 - Town Centres
- Policy 2.18 - Green Infrastructure: the Network of Open and Green Spaces
- Policy 3.1 - Ensuring Equal Life Chances for All
- Policy 3.2 - Improving Health and Addressing Health Inequalities
- Policy 3.3 - Increasing Housing Supply
- Policy 3.4 - Optimising Housing Potential
- Policy 3.5 - Quality and Design of Housing Developments
- Policy 3.6 - Children and Young People's Play and Informal Recreation Facilities);
- Policy 3.8 - Housing Choice
- Policy 3.9 - Mixed and Balanced Communities
- Policy 3.10 - Definition of Affordable Housing
- Policy 3.11 - Affordable Housing Targets
- Policy 3.12 - Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- Policy 3.13 - Affordable Housing Thresholds
- Policy 3.16 - Protection and Enhancement of Social Infrastructure
- Policy 3.19 - Sports Facilities
- Policy 4.1 - Developing London's Economy
- Policy 4.2 - Offices
- Policy 4.3 - Mixed Use Development and Offices
- Policy 4.4 - Managing Industrial Land and Premises

- Policy 4.6 - Support For and Enhancement of Arts, Culture, Sport and Entertainment Provision
- Policy 4.10 - Support New and Emerging Economic Sectors
- Policy 4.12 - Improving Opportunities for All
- Policy 5.1 - Climate Change Mitigation
- Policy 5.2 - Minimising Carbon Dioxide Emissions
- Policy 5.3 - Sustainable Design and Construction
- Policy 5.5 - Decentralised Energy Networks
- Policy 5.6 - Decentralised Energy in Development Proposals
- Policy 5.7 - Renewable Energy
- Policy 5.8 - Innovative Energy Technologies
- Policy 5.9 - Overheating and Cooling
- Policy 5.10 - Urban Greening
- Policy 5.12 - Flood Risk Management
- Policy 5.13 - Sustainable Drainage
- Policy 5.14 - Water Quality and Wastewater Infrastructure
- Policy 5.15 - Water Use and Supplies
- Policy 5.16 - Waste net Self-Sufficiency
- Policy 5.17 – Waste Capacity
- Policy 5.21 - Contaminated Land
- Policy 6.1 - Strategic Approach
- Policy 6.2 - Promoting Public Transport Capacity and Safeguarding Land for Transport
- Policy 6.3 - Assessing Effects of Development on Transport Capacity
- Policy 6.4 - Enhancing London’s Transport Connectivity
- Policy 6.7 - Better Streets and Surface Transport
- Policy 6.9 - Cycling
- Policy 6.10 - Walking
- Policy 6.11 - Smoothing Traffic Flow and Tackling Congestion
- Policy 6.12 - Road Network Capacity
- Policy 6.13 - Parking
- Policy 7.1 Building London’s Neighbourhoods and Communities
- Policy 7.2 Inclusive Environment
- Policy 7.3 - Designing Out Crime
- Policy 7.4 - Local Character
- Policy 7.5 - Public Realm Policy 7.6 - Architecture
- Policy 7.8 - Heritage Assets and Archaeology
- Policy 7.13 - Safety, Security and Resilience to Emergency
- Policy 7.14 - Improving Air Quality
- Policy 7.15 - Reducing and Managing Noise
- Policy 7.18 - Protecting Open Space and Addressing Deficiency
- Policy 7.19 - Biodiversity and Access to Nature

- Policy 7.21 - Trees and Woodlands
- Policy 7.30 - London's Canals and Other Rivers and Waterspaces
- Policy 8.2 - Planning Obligations
- Policy 8.3 - Community Infrastructure Levy

6.3 *Barnet London Borough 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 policies are most relevance to the determination of this application are set out below.

6.3.1 *Core Strategy (Adopted 2012):*

- Policy CS NPPF - National Planning Policy Framework–Presumption in favour of sustainable development
- Policy CS1 - Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach
- Policy CS3 - Distribution Of Growth In Meeting Housing Aspirations
- Policy CS4 - Providing Quality Homes and Housing Choice in Barnet
- Policy CS5 - Protecting and enhancing Barnet's character to create high quality places
- Policy CS6 - Promoting Barnet's Town Centres
- Policy CS7 - Enhancing and Protecting Barnet's Open Spaces
- Policy CS8 - Promoting a Strong and Prosperous Barnet
- Policy CS9 - Providing safe, effective and efficient travel
- Policy CS10 - Enabling inclusive integrated community facilities and uses
- Policy CS11 - Improving health and wellbeing in Barnet
- Policy CS12 - Making Barnet a Safer Place.
- Policy CS13 - Ensuring the efficient use of natural resources
- Policy CS14 - Dealing with our waste
- Policy CS15 - Delivering the Core Strategy

6.3.2 *Development Management Policies (Adopted 2012):*

- Policy DM01 - Protecting Barnet's character and amenity
- Policy DM02 - Development standards
- Policy DM03 - Accessibility and Inclusive Design
- Policy DM04 - Environmental considerations for development
- Policy DM06 - Barnet's Heritage and Conservation
- Policy DM08 - Ensuring a Variety of Sizes of New Homes to Meet Housing Need.

- Policy DM10 - Affordable Housing Contributions
- Policy DM11 - Development Principles for Barnet's Town Centres
- Policy DM13 - Community and education uses
- Policy DM14 - New and Existing Employment Space
- Policy DM15 - Green Belt and open spaces
- Policy DM16 - Biodiversity
- Policy DM17 - Travel impact and parking standards

6.4 Supplementary Planning Documents and Guidance

The Council and the Greater London Authority in association with the Mayor of London have produced a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new developments within Barnet meets sufficiently high environmental and design standards. The below provides a list of policies relevant to the scheme.

Barnet Council:

- *Sustainable Design and Construction (May 2016)*
The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development. In terms of waste, the preferred standard seeks to provide facilities to recycle or compost at 60% of waste by 2015. The SPG also states that the siting of recycling facilities should follow consideration of vehicular access to the site and potential (noise) impacts on amenity.
- *The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)*
The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.
- *Accessible London: Achieving an Inclusive Environment (April 2004)*
The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.
- *Planning for Equality and Diversity in London (October 2007)*
This guidance sets out some of the overarching principles that should guide planning for equality in the London context
- *Planning Obligations (April 2013)*
The Planning Obligations SPD focuses on when Planning Obligations will be required and the relationship with CIL. It sets the requirements for different

scales of development as well as the procedural process for delivering a legal agreement.

- *Residential Design Guidance (October 2016)*

This provides a clear and consistent message on how we manage change within Barnet's suburbs. The SPD consolidates and updates the existing framework for residential design which mainly focused on improvements to the existing housing stock (Design Guidance Notes on Extensions, Conversions, Porches, and Hardstandings and Vehicular Crossovers). Thereby providing a more detailed residential design guidance issues relevant to Barnet such as local character, density, built form, car parking and amenity space standards connected with new build development. Through these changes the SPD sets out the local priorities for protecting and enhancing Barnet's character, providing a local reference point that is in keeping with national guidance on good design.

Greater London Authority

- *Affordable Housing & Viability (August 2017)*

The Mayor's long-term aim is for half of all new homes to be affordable. The SPD offers an ambitious and practical first step to raise the amount of affordable housing coming through the planning system ahead of the new London Plan in 2019. It will also ensure that development appraisals are robustly and consistently scrutinised as well as speeding up the planning process for those schemes which are delivering more affordable homes.

- *Housing (March 2016)*

This provides guidance on a range of strategic policies including housing supply, residential density, housing standards, build to rent developments, student accommodation and viability appraisals.

- *Sustainable Design and Construction (April 2014)*

This document provides practical guidance on sustainable technologies and practices such as urban greening, pollution control, decentralised energy, how to offset carbon dioxide where the targets set out in the London Plan are not met and basements policy and developments.

- *The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)*

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

- *All London Green Grid (March 2012)*

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, it aims to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

- **Streets Manual TFL(March 2007)**
Manual for Streets (MfS) supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement, which are now withdrawn in England and Wales. It complements Planning Policy Statement 3: Housing and Planning Policy Wales. MfS comprises technical guidance and does not set out any new policy or legal requirements.
- **Technical Housing Standards (March 2015)**
This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
- *All London Green Grid (March 2012)*
This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, it aims to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London

7. PLANNING CONSIDERATIONS

The main areas for consideration are:

- Principle of Development
- Design
- Impact on Neighbouring Amenity
- Trees
- Sustainability
- Highways
- Refuse and Recycling Storage

7.1 Principle of Development

The principle of constructing 117 residential dwellings (61 houses, and 56 apartments within 2 apartment blocks) at the site and provision of landscaping is established by the hybrid/outline planning permission.

Condition 6 (Phasing and Implementation) requires a Detailed Phasing and Implementation Strategy to be submitted and approved by the Local Planning Authority (LPA) prior to the commencement of development. This was previously assessed and deemed to be acceptable under the Phase 2 reserve matters application (ref: B/02349/14). However the current application looks to amend the approved details to allow for the following minor changes:

- Slight amendment to the boundary of Phase 3.
- New construction dated to include:
 - Phase 1 – Feb 14 to July 16
 - Phase 2 – Jun 15 to Sep 18
 - Phase 3 – Oct 18 to Feb 21
 - Phase 4 – Mar 21 to May 23
 - Phase 5 – May 23 to Aug 25

The reserved matters currently under consideration as per condition 7 of the hybrid permission are relates to details of layout, scale, landscaping and appearance:

Scale – the height, width and length of each building proposed in relation to its surroundings.

Layout – the way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development.

Appearance – the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

Landscaping – this is the treatment of private and public space to enhance or protect the site’s amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

Access – The internal road layout was established at outline stage. This current application shows roads in the same location in compliance with the outline parameters for access.

The ‘outline’ element of the hybrid planning permission provided for a series of parameter plans which establishes a series of parameters and principles to create a clear framework of planning control and fix the quantum of development, land uses, levels and access arrangements.

The key parameter plans of relevance to the consideration of this application are:

- 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 read in conjunction with the Design Guidelines and Scale Threshold Tables (contained within chapters 3-8 of the Design and Access Statement) which support and expand upon the details in the Parameter Plans. Collectively these 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 elements of the hybrid permission.

The application broadly accords with the agreed parameters of the outline consent with the exception of several minor differences. These differences are discussed in detail below.

7.2 Design

The National Planning Policy Framework (published 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.

The London Plan also contains a number of relevant policies on character, design and landscaping. Policy 7.1 of the London Plan further emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. 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. Architectural design criteria are set out at Policy 7.6.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard Policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

The proposals demonstrate a building layout in broad accordance with the Illustrative Masterplan and is considered to achieve the requirements of Policies CS5 and DM01. The detailed design of the development is discussed in greater detail later in the report under Design Considerations.

Archaeology

Condition 48 of the hybrid planning permission requires the implementation of a programme of archaeological mitigation with each phase. The applicant has submitted a statement in support of their application advising that no archaeological sites or deposits have been found in the Phase 3 part of the development and that due to the level of groundworks which were carried out when Dollis Valley Estate was constructed in the 1960's it is unlikely that Phase 3 has any sites of archaeological interest. Therefore no further investigation is required. Historic England have been consulted and have confirmed that they are satisfied that no archaeological material would be lost by the development. In light of this they have no objection to the proposal. Condition 48 is therefore discharged by this application.

Housing form

The application proposes 10 housing styles and two blocks of flats – Block 4 (33 units) and Block 6 (23 units). The 10 designs for the houses include the following:

Unit Type	Type	Unit size	Policy 3.5 Req.	Proposed /sqm	Fail/Comply
DV1b	Affordable, 2 storey terraced house	3B5P	93	101	Comply
DV1c	Private, 2 storey terraced house	3B5P	93	101	Comply
DV1d	Affordable, 3 storey terraced house,	4B6P	112	119	Comply
DV5	Private/ Affordable 2 storey terraced house	3B6P	102	107	Comply
DV7e	Private, 3 storey Townhouse	4B8P	130	162	Comply
DV11a	Private, 3 storey Townhouse	3B6P	108	127	Comply
DV11b	Affordable, 2 storey Townhouse	3B5P	93	96	Comply
DV12	Private/Affordable 2 storey Coachhouse,	3B6P	102	113	Comply
DV14	Private, 3 storey terraced house	3B5P	99	114	Comply
DV15a	Affordable, 3 storey terraced house,	4B6P	112	127	Comply

The proposed housing forms, in terms of their scale and footprint has been informed by the parameter plans 2346_A_110 Rev A and 2346_A_112. The parameter plans prescribed building heights of between 1-4 storeys. However, as a result of the housing needs survey the tenure and housing mix have been adjusted resulting in a change to Block 4 to accommodate an additional storey. The Design Officer has previously commented that although there is an increase to the storey height from 4 to 5 storeys, the overall building height remains within the maximum height parameter of 15 metres contained within the approved parameter plans. In addition, the footprint of Block 6 has been increased to allow for a greater number of affordable housing units in response to the housing survey. This change is not considered harmful to the character of the location and would not materially alter the appearance of Phase 3.

Housing Mix

Development Plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address the housing needs in Barnet (See policy DM08). The Council's Local Plan documents identify 3 and 4 bedroom units as being of the highest priority types of market housing for the Borough. The need for a diverse range of units sizes is also echoed within London Plan Policy 3.8. The table below provides a breakdown of the proposed units:

	Private	Affordable	Intermediate	Total
Apartments				
1 bed 2 persons	6	10	-	16
2 bed 3 persons	5	10	5	20
2 bed 4 persons	17	3	-	20
3 bed 5 persons	-	-	-	-
Houses				
2 bed 4 persons	-	-	-	-
3 bed 5 persons	12	7	-	19
3 bed 6 persons	15	-	-	15
4 bed 6 persons	-	8	-	8
4 bed 7 persons	19	-	-	19
Total	74	38	5	117

Under the hybrid permission an indicative housing mix was agreed to be formalised under subsequent reserve matters applications. This mix was to be informed by housing needs within the Borough identified by the Council. Although the Council has identified a lack of larger housing units of 3 or more bedrooms, the main Council housing demand is primarily family units. The London Plan considers that family units equate to properties that can house three or more persons. Based on this definition, the proposal would allow for 86% new family units of which 52% would

represent 3 bedrooms or more. Therefore the proposed housing mix is welcomed as it would address demand for family units within the Borough.

Density

Policy 3.4 of the London Plan states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2. The site measures 1.8 hectares and has a PTAL rating of 2. Based on Table 3.2 the site is of an “urban” character. This has been defined as an area “*with 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.*”. The site would have a density of between 200-450 units per hectare. This is in keeping with the London Plan density matrix.

Internal space Standards for future Occupiers

Policy 3.5 of the London Plan states that new residential units should provide the highest quality internal environments for their future residents and should have minimum floor areas in accordance with the Government’s technical housing standards set out in Table 3.3. It recognises that a genuine choice of homes should be provided in terms of both tenure and size. Detailed residential standards are also contained within the Mayor’s London Housing SPG.

The above table shows that all the proposed units are of a generous size and comply with the required London Plan and the National Technical Housing Standards. In all cases, the units meet the technical space standards for bedrooms (double 11.5/single 7.5). All of the units would also achieve a minimum ceiling height of 2.5 metres as detailed under Policy 3.5.

Affordable Housing

Policies 3.8 to 3.13 of the London Plan relate to affordable housing. Policy 3.11 states that the Mayor will, and boroughs and other relevant agencies and partners should, seek to maximise affordable housing provision and ensure an average of at least 17,000 more affordable homes per year in London over the term of this Plan. In order to give impetus to a strong and diverse intermediate housing sector, 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale. Priority should be accorded to provision of affordable family housing. Paragraph 173 of the NPPF imposes an obligation on Councils to ensure viability when setting requirements for affordable housing.

Policy 3.12 of the London Plan further seeks the maximum reasonable amount of affordable housing when negotiating on individual housing schemes but states that the objective is to encourage rather than restrain residential development.

Policy CS4 of Barnet's Core Strategy states that the Council will seek 40% affordable on all sites capable of accommodating ten or more dwellings. In doing so, the Council will be seeking a 60/40 mix with 60% social renting and 40% intermediate. This is applicable to the current application site. The development would incorporate 38 affordable rent housing units and 5 intermediate properties. Taking into account Phases 1 and 2, the overall total is 40% affordable. This is in keeping with policy CS4.

Disabled Units/Access

Policy 3.8 of the London Plan further states that 10% of new residencies within a development should be wheelchair accessible or easily adaptable for residents who are wheelchair users. Provision should also be made for affordable family housing, wheelchair accessible housing and ensure all new housing meets parts M4 (2) and (3) of the Building Regulations as follows:

Part M4(2)

- *90% of the dwellings shall be designed to be Category 2 'Accessible and adaptable'*

Part M4(3)

- *10% of the dwellings shall be designed to be Category 3 'Wheelchair user dwellings'*

Details submitted with the application demonstrate that the overall development would meet the required 10% wheelchair provision and 10% wheelchair car parking requirement in compliance with the above. This is acceptable.

Sunlight and Daylight to Proposed Units

The application is accompanied by an independent Daylight/Sunlight report prepared by PRP which provides an assessment of the potential impact of the development on sunlight, daylight and overshadowing to neighbouring residential properties and the proposed units based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide'.

Daylight has been assessed in terms of Vertical Sky Component (VSC) and sunlight has been assessed in terms of Annual Probable Sunlight Hours (APSH) and overshadowing has been assessed against the above BRE guidelines. The BRE Guidelines provide numerical guidelines, however these are not mandatory and should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.

Daylight: the BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:

The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or

The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value.

It should be noted that the London Plan guidance states that in view of London's context accepting VSC reductions exceeding 20% is acceptable.

Sunlight: the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment it is considered that there would be no real noticeable loss of sunlight where:

In 1 year the centre point of the assessed window receives more than 1 quarter (25%) of annual probable sunlight hours (APSH), including at least 5% of Annual Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March – being winter; and less than 0.8 of its former hours during either period; and In cases where these requirements are breached there will still be no real noticeable loss of sunlight where the reduction in sunlight received over the whole year is no greater than 4% of annual probable sunlight hours.

All habitable rooms proposed under Phase 3 were tested for daylight and sunlight. The majority of the units are dual aspect. The applicant's Sunlight and Daylight Assessment states that the majority of the units (90%) would achieve the minimum requirement and pass the BRE test. As such, the overall development would provide a good quality of accommodation to future occupants in terms of daylight and sunlight.

Outdoor amenity

The London Housing SPG provides further guidance in relation to the provision of dual aspect units and private amenity space. Housing SPG standard 4.10.1 states that 5m² of private amenity space should be provided for each one bedroom unit, with a further 1m² provided for each additional occupant. Standard 4.10.3 states that the minimum length and depth of areas of private amenity space should be 1.5m and that developments should avoid single aspect units which are north facing, have three or more bedrooms, or are exposed to a particularly poor external noise environment.

Barnet's Sustainable Design and Construction SPD sets the minimum standards for outdoor amenity space provision in new residential developments. Flats are

expected to provide 5sqm of usable outdoor communal or private amenity space per habitable room proposed and houses considerably more as detailed in Table 2.3 below of SPD Adapted from the Sustainable Design and Construction SPD and are as per the London Plan requirements. For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements.

Table 2.3: Outdoor Amenity Space Requirements	Development Scale
For Flats: <ul style="list-style-type: none"> • 5 m² of space per habitable room. 	Minor, Major and Large scale
For Houses: <ul style="list-style-type: none"> • 40 m² of space for up to four habitable rooms • 55 m² of space for up to five habitable rooms • 70 m² of space for up to six habitable rooms • 85 m² of space for up to seven or more habitable rooms 	Minor, Major and Large scale

Details submitted with the application demonstrate that all proposed housing units would provide the required 55sqm or more of outdoor amenity space. In addition, all proposed units within the apartment block would also meet the required London Plan and Barnet Council quota all of which meet the SPD minimum width requirement of 1.5 metres and have a good level of natural light, thereby comprising usable amenity space.

Play space

Under condition 39 of the original hybrid planning permission, it is required that details pertaining to children’s play space be submitted for each phase of development.

Policy 3.6 of the London Plan states that housing development proposals should make a provision for play and informal recreation for children and young people. According to Housing SPG standard 1.2.2, the development is required to make appropriate play provisions in accordance with a GLA formula and calculation tool, whereby 10sqm of play space should be provided per child, with under-5 child play space provided on-site as a minimum, in accordance with the London Plan ‘Shaping Neighbourhoods: Play & Informal Recreation SPG and ‘Providing for Children and Young People’s Play and Informal Recreation’ SPG’.

The proposed play space was amended in light of the housing needs survey which altered the required housing mix and lead to an increase in the number of projected child yield (see below table).

Phase 3 Child Yield as per Approved Masterplan

Child Age Category	Number of Children
Under 5 yrs	43
5 to 11 yrs	29
12+ yrs	16
Total	89
Total area requirement based on GLA benchmark: 10sqm/child	886.5sqm

Phase 3 Child Yield as per Updated Housing Needs Assessment

Child Age Category	Number of Children
Under 5 yrs	40
5 to 11 yrs	31
12+ yrs	21
Total	91
Total area requirement based on GLA benchmark: 10sqm/child	912.4sqm

Based on the London Plan calculator, it is required that the development provide 912.4sqm of play space (91 children). Details submitted with the application states that play space for the projected number of children generated under Phase 3 is located within the other phases of development. Therefore although no details have been submitted under the current application, as there are no play areas, details will be forthcoming for the required number of play spaces in the other relevant phases.

In light of this, condition 39 of the hybrid permission as it relates to Phase 3 is discharged under the current application.

Landscaping

The majority of the landscaping works such as open space and squares dealt with under other phases. Within Phase 3 landscaping works include:

- Residential garden areas.
- Front garden areas
- Street planting
- Car parking
- Block 4 courtyard retention

Phase 3 will deliver the next landscaping as set out in the Masterplan aims set out on the parameter Plan: 2346_A_115. The Masterplan principle referred to green environment populated with planting and an 'avenue' walk emphasised by trees and greenery. The proposed landscaping details largely adhere to these requirements.

7.3 Impact on Neighbouring Amenity

At a national level, Chapter 11 of the NPPF has an approach based on the central principle of sustainability through the pursuit of amenity improvements, developments driven by context, long term improvements to the environment and high quality design. Amenity is also an important consideration of The London Plan (2017) Chapter 7 and Chapter 13 states that when determining planning applications, local planning authorities should ensure that any unavoidable noise,

dust and particle emissions and any blasting vibrations are controlled, mitigated or removed at source.

Under the Local Plan, the protection of existing amenity arrangements in any area is considered to be an important aspect of determining whether a proposal is acceptable or otherwise. The protection of existing residential amenity is required through good design in new developments which intern promotes quality environments. More specifically Policy DM01 states that proposals should seek to manage the impact of new developments to ensure that there is not an excessive loss of amenity in terms of daylight/sunlight, outlook and privacy for existing occupiers. While Policy DM04 under point 'd', states that proposals that are likely to generate an excessive level of noise close to noise sensitive uses, such as residential dwellings, will not normally be permitted.

This is further supported by Barnet's Adopted Residential Design Guidance SPD (adopted April 2013) which provides further guidance on safeguarding the amenities of neighbouring and surrounding residential occupiers.

Privacy, overlooking and outlook

The application proposes windows within all its elevations. There are also balconies and terraces proposed to the north and east elevations. The application site is in the heart of a residential area. Therefore it is surrounded by residential gardens and would have shared boundary walls with several residential properties. However the design of the development results in an acceptable level owing to the position of the rear property garden areas which have been employed to create distance between possible inter-looking windows. Many of the properties would face onto others across from the site, which is a standard and accepted forma of inter-looking between properties. There are no specific elements of the building layout that would have a significant impact on the loss of any existing or future residential development as part of the wider site. The increase in storeys of Block 4 has also been assessed and it is not considered that given its position there would be any *additional impact in terms of overshadowing or outlook to neighbouring properties*. Therefore the development is more than compliant with the required policies governing loss of privacy, outlook, overshadowing and overlooking to any future neighbours.

Daylight, sunlight and overshadowing

The application's Sunlight and Daylight report confirmed that the although there have been some minor changes to Phase 3 when compared to the masterplan. The assessment found that any loss of daylight to nearby residential units was "negligible". The majority of the neighbouring windows and all neighbouring gardens tested meet or surpass the BRE numerical recommendations. Only three windows at 27-31 and 32-35 Bryan Close experienced a slight loss of daylight. However, the BRE guidelines encourage a flexibly approach to the application of these

calculations. In relation to sunlight all windows tested retained a good level of sunlight.

In light of the above, the proposed sunlight and daylight impact on existing residential units is acceptable.

Noise and sound insulation

Under condition 53 of the hybrid permission it is required that details regarding sound installation be submitted for consideration by the Council. Details of sound installation have been submitted under the reserve matters application and assessed by the Council's Environmental Health Officer. The Officer has confirmed that the details submitted sufficient address the aims of the condition to allow the discharged condition 53.

7.4 Trees

Policy DM01 requires that proposals should include hard and soft landscaping that:

- Is well laid out in terms of access, car parking and landscaping.
- Considers the impact of hardstandings on character.
- Achieves a suitable visual setting for buildings.
- Provides appropriate levels of new habitat including tree and shrub planting.
- Contributes to biodiversity including the retention of existing wildlife habitat and trees.
- Adequately protects existing trees and their root systems.
- Makes a positive contribution to the surrounding area.

DM01 further states that trees should be safeguarded and when protected trees are to be felled the Council will, where appropriate, require replanting with trees of an appropriate size and species. This is also supported by the Barnet Local Plan Policy DM16, which elaborates that when considering development proposals, the Council will seek the retention, enhancement or creation of biodiversity.

Details of tree planting and garden greening treatment will be submitted and determined at a later date.

7.5 Sustainability

At the heart of the NPPF is the fundamental principle to build in favour of sustainability. It states that developments should reduce greenhouse gas emissions (paragraph 95) and in determining planning applications local planning authorities should expect developments to comply with local policies in terms of the layout of development, paying particular attention to create develops that would reduce energy consumption through building orientation, massing and landscape (paragraph 96).

In keeping with the fundamental practices of the NPPF, the Council's Local Development Plan provides policies to enforce sustainable practices. In particular, Policy CS NPPF states that a positive approach will be taken for developments that have been built to sustainable methods. Policy DM01 of the Local Plan states that all developments should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation.

This approach is also echoed by the London Plan Policy 5.2 which requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

No details have been submitted at this stage pertaining to sustainable practices. Therefore officers are unable to confirm what measures will be employed. These details are to be confirmed under a separate application.

7.6 Highways

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) states that the Council will promote the delivery of appropriate transport measures to relieve pressure on the existing infrastructure and support growth, whilst maintaining the level of freedom in terms of public access to these facilities. The Council is also driven by the objective to ensure that any proposed use or development would match the current transport capacity and capabilities at the local. If necessary these will be undertaken via the use of the Community Infrastructure Levy or S106 Legal Agreements. In doing so, the following measures will be prioritised:

- The reduction congestion
- Continued investment in the highways network
- Working with TFL
- The management of parking
- Maintaining road safety
- Encouraging sustainable modes of transport

Policy DM17 states that the Council will ensure that there is safety for all road users and will refuse applications that may lead to safety concerns on the highway or increase risk to vulnerable users. In considering new developments the Council will require the submission of a Transport Assessment where the proposed development is anticipated to have significant transport implications. Developments should be located close to existing public transport links and should encourage their use and if

necessary, new routes and services should be created. Cycle and parking provisions should be proposed in line with the London Plan standards.

Although highways details were submitted with the original application, the Highways Officer has commented that the details submitted were insufficient to allow a formal discharge of conditions relating to highways. Therefore these elements of the reserve matters were withdrawn by the applicant.

7.7 Refuse and Recycling Storage

Under Policy CS14 of the Local Plan Core Strategy, the Council has taken a proactive approach to dealing with waste production and disposal. It notes that a key component of dealing with waste in a more sustainable way is to find better ways of reducing the amount of waste and taking more responsibility for its disposal, instead of relying on landfill sites such as that in Bedfordshire. The London Borough of Barnet has one of the largest carbon footprints per head of population in London. However it was the first local authority to introduce compulsory recycling in March 2005. As such, it is clear that the Council employs a sustainable approach to refuse and recycling. This approach also forms part of The Mayor of London's objectives. The London Plan (see Policy 5.16 and 5.17) sets a target of working towards managing the equivalent of 100 per cent of London's waste within London by 2031. Meeting this target will require the use of new facilities and technologies.

In keeping with the above, Policy CS14 encourages sustainable waste management practices for all developments by way of waste prevention, re-use, recycling, composting and resource efficiency over landfill. All developments should seek to present waste disposal techniques which are able to meet future needs. The Sustainable Design and Construction SPD provides a detailed minimum requirement for waste provisions stating that "*All non-residential developments should provide a minimum of 10m² designated waste storage space for materials for recycling, such as paper, glass bottles and jars, cans, cardboard, and plastic bottles*" (p.30) and "*A minimum internal storage capacity of 60 litres per dwelling (flats and houses) should be provided which can accommodate containers for the temporary storage of materials to be recycled.*" (p.30).

Although refuse details were submitted with the original application, the Highways Officer has commented that the details submitted were insufficient to allow a formal discharge of those conditions relation to highways.

8. EQUALITY AND DIVERSITY ISSUES

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 the need 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; and sexual orientation.

Officers have in considering this application and preparing 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 the above legislation.

9. CONCLUSION

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 Mayor's London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority in their assessment of this application.

As conditioned, the proposal would not compromise the outline planning permission (B/00354/13) for the redevelopment of the wider site. It accords with the relevant development plan policies, conforms to the design principles and the parameters established in the approved outline application for the Dollis Valley Estate.

The proposal is acceptable on design, visual amenity and archaeology grounds. The proposal would not significantly affect the amenities of neighbouring residential properties. It would provide for much needed quality family housing, including 43 affordable units that would have a good standard of accommodation including outlook, privacy and access to daylight.

The design of the development is considered appropriate for its location, which also provides for variety and legibility in Built Form. The materials and form relates well to the surrounding development. The layout of the development provides permeability around the site as well as to the wider development.

It is recommended that the application be **Approved** subject to the attached conditions.

It is also recommended that Conditions 6, 7, 39, 53 and 89 in relation to Phase 3, are discharged.

RECOMMENDATION: APPROVE WITH CONDITIONS.

APPENDIX 1: CONDITIONS AND INFORMATIVES

APPROVED DRAWINGS

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

Masterplan Plans

CPL-DOL_HTA-A_D01-XX-DR_0001
CPL-DOL_HTA-A_D01-XX-DR_0002
CPL-DOL_HTA-A_D01-XX-DR_0003
CPL-DOL_HTA-A_D01-XX-DR_0004
CPL-DOL_HTA-A_D01-XX-DR_0100
CPL-DOL_HTA-A_D01-XX-DR_0101
CPL-DOL_HTA-A_D01-XX-DR_0102
CPL-DOL_HTA-A_D01-XX-DR_0103
CPL-DOL_HTA-A_D01-XX-DR_0104
CPL-DOL_HTA-A_D01-XX-DR_0105

Masterplan Sections

CPL-DOL_HTA-A_D01-S1-DR_0106
CPL-DOL_HTA-A_D01-S1-DR_0107
CPL-DOL_HTA-A_D01-S1-DR_0108
CPL-DOL_HTA-A_D01-S1-DR_0109

GA Houses

CPL-DOL_HTA-A_DV-1B-DR_0200
CPL-DOL_HTA-A_DV-1C-DR_0201
CPL-DOL_HTA-A_DV-1D-DR_0202
CPL-DOL_HTA-A_DV-5-DR_0203
CPL-DOL_HTA-A_DV-7E-DR_0204
CPL-DOL_HTA-A_DV-7E-DR_0205
CPL-DOL_HTA-A_DV-11A-DR_0206
CPL-DOL_HTA-A_DV-11B-DR_0207
CPL-DOL_HTA-A_DV-12-DR_0208
CPL-DOL_HTA-A_DV-14-DR_0209
CPL-DOL_HTA-A_DV-15A-DR_0210
CPL-DOL_HTA-A_DV-15A-DR_0211

Block 4 - GA

CPL-DOL_HTA-A_B4-XX-DR_0212
CPL-DOL_HTA-A_B4-B1-DR_0213
CPL-DOL_HTA-A_B4-00-DR_0214
CPL-DOL_HTA-A_B4-01-DR_0215
CPL-DOL_HTA-A_B4-02-DR_0216
CPL-DOL_HTA-A_B4-03-DR_0217
CPL-DOL_HTA-A_B4-R1-DR_0218
CPL-DOL_HTA-A_B4-E1-DR_0219
CPL-DOL_HTA-A_B4-E2-DR_0220
CPL-DOL_HTA-A_B4-S1-DR_0221

Block 6 – GA

PL-DOL_HTA-A_B6-XX-DR_0222
CPL-DOL_HTA-A_B6-00-DR_0223
CPL-DOL_HTA-A_B6-01-DR_0224
CPL-DOL_HTA-A_B6-02-DR_0225
CPL-DOL_HTA-A_B6-03-DR_0226
CPL-DOL_HTA-A_B6-R1-DR_0227
CPL-DOL_HTA-A_B6-E1-DR_0228
CPL-DOL_HTA-A_B6-E2-DR_0229
CPL-DOL_HTA-A_B6-S1-DR_0230

MASTERPLAN DRAWINGS

CPL-DOL_HTA-L_D01-XX_DR_4900
CPL-DOL_HTA-L_D01-XX_DR_4901
CPL-DOL_HTA-L_D01-XX_DR_4902
CPL-DOL_HTA-L_D01-XX_DR_4903

DETAILED PLANTING

CPL-DOL_HTA-L_D01-XX-DR_4940
CPL-DOL_HTA-L_D01-XX-DR_4941
CPL-DOL_HTA-L_B4-XX-DR_4942
CPL-DOL_HTA-L_B6-XX-DR_4943
CPL-DOL_HTA-L_D01-XX_DR_4800

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

RESTRICTION OF PERMITTED DEVELOPMENT RIGHTS - EXTENSIONS

2. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1980 (or any Order revoking and re-enacting that Order) the building(s) hereby permitted shall not be extended in any manner whatsoever.

Reason: To ensure that 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).

RESTRICTION OF ADDITIONAL WINDOWS AND DOORS

3. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no additional windows or doors shall be inserted into any of the residential dwellings hereby approved, other than those expressly authorised by this permission.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties and to safeguard the character of the locality 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).

RESTRICTIONS OF PERMITTED DEVELOPMENT - TELECOMMUNICATION

4. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no installation of any structures or apparatus for purposes relating to telecommunications shall be installed on any part the roof of the building(s) hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

Reason: To ensure that the development does not impact adversely on the townscape and character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with policy DM01 and DM18 of the Adopted Barnet Development Management Policies DPD (2012).

TELECOMMUNICATIONS EQUIPMENT

5. Prior to commencement of the development hereby permitted, a scheme for the provision of communal/centralised satellite and television reception equipment to be installed on the roof of all apartment blocks hereby permitted shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the details approved and the equipment shall thereafter be retained and made available for use by all occupiers of the development.

Reason: To ensure that the development makes appropriate provision for such equipment, so as to not impact adversely on the townscape and character of the area, so that it accords with policies CS5 and DM01 Barnet Local Plan.

ARCHITECTURE

6. Prior to the commencement of the development hereby approved, details of architectural features within this phase shall be submitted at the appropriate scale (1:10/ 1:20) to the Local Planning Authority and agreed in writing. These details shall be in general accordance with the principles outlined at page 33 of the Reserved Matters Design and Access Statement section 9.2 Materials and Details - Apartment Blocks (as amended and received 17/07/2014). These details should include (but are not limited to):

- Balconies and balustrades (including soffit details)
- Roof parapets
- Entrances to apartment blocks
- Apartment block building splays
- Porches
- Window reveals
- Dormer Windows

- Location and design of rainwater goods
- Brick detailing on car park

The development shall be carried out in accordance with the approved details.

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.

LANDSCAPING

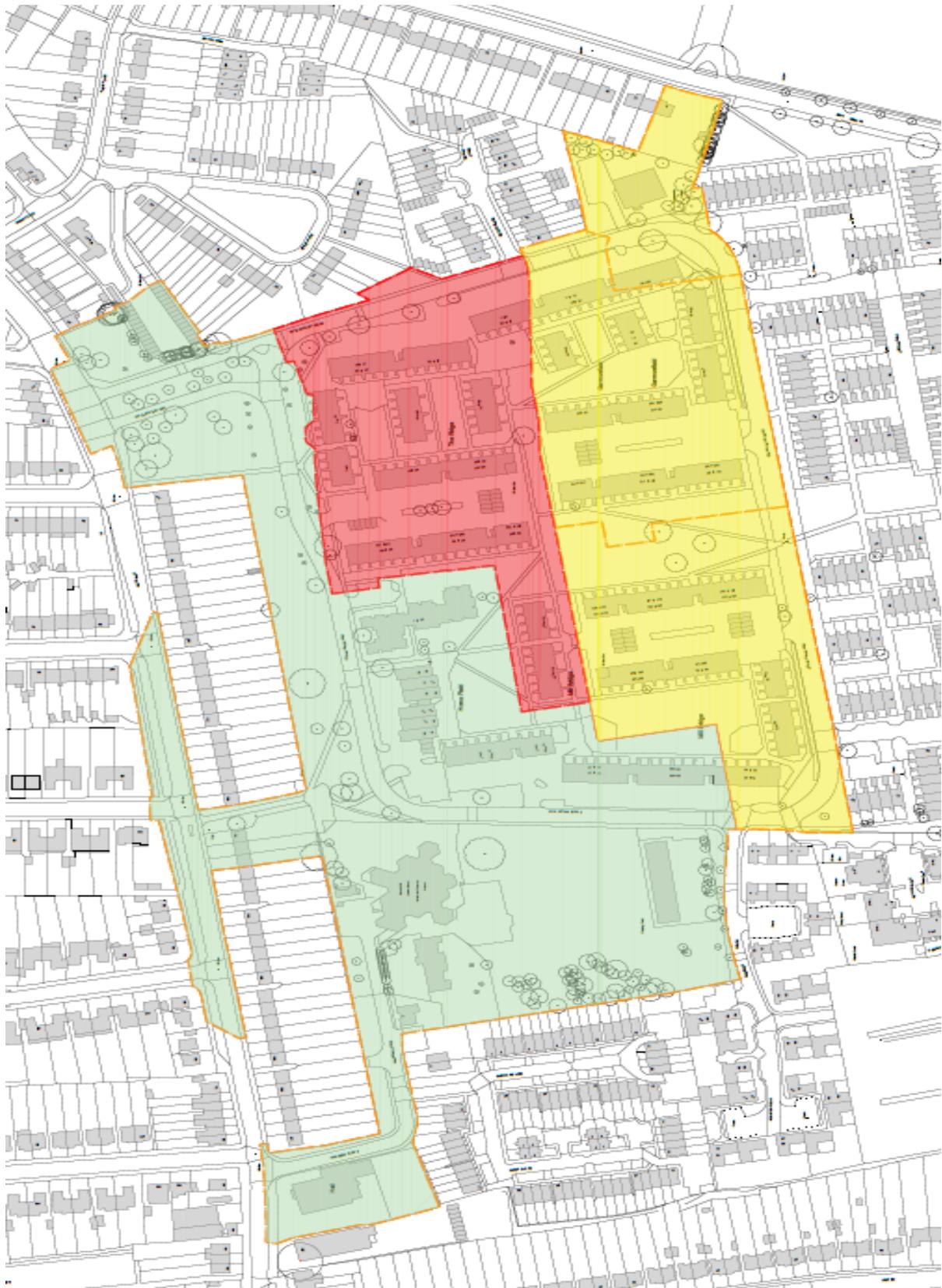
7. The details required to be submitted under condition 38 (Hard and Soft Landscaping) of the Hybrid Planning Permission B/00354/13 in relation to this phase shall be in general accordance with the principles outlined in Section 12.7 Streetscape Character (page 102 amended 21/07/2014) of the Phase 2 Design and Access Statement and the indicative planting strategy illustrated on drawing SK-140716-01 dated 16.07.2014.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.

Background Documents

None.

SITE LOCATION PLAN: Dollis Valley Estate (Phase 3), Barnet EN5 2TS
REFERENCE: 17/5168/RMA



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	<p>Planning Committee 14th December 2017</p>
<p style="text-align: center;">Title</p>	<p>Brownfield Land Register</p>
<p style="text-align: center;">Report of</p>	<p>Deputy Chief Executive</p>
<p style="text-align: center;">Wards</p>	<p>All</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>Yes</p>
<p style="text-align: center;">Key</p>	<p>Yes</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A – Brownfield Land Register Extract</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Nick Lynch – Planning Policy Manager 020 8359 4211 Nick.lynch@barnet.gov.uk Ken Bean – Principal Planning Officer 020 8359 5393 Ken.bean@barnet.gov.uk</p>

Summary

Under the Housing and Planning Act 2016 a new requirement for local planning authorities to produce a register of previously developed (brownfield) land was introduced. The Town and Country Planning (Brownfield Land Register) Regulations 2017 requires the first Register to be published by 31st December 2017. Once published, the Regulations stipulate that local planning authorities review their registers at least once a year.

In compiling the Register it is necessary to have regard to primary planning legislation, development plan, national policy advice and guidance. Brownfield sites that meet the relevant criteria set out in the Regulations must be entered in Part 1 of the Brownfield Land Register. Sites entered in Part 2 of the Register are granted 'Permission in Principle'.

The Council has prepared an initial Brownfield Land Register detailing sites considered suitable for housing led development based on the criteria set out in the Regulations. These criteria are that sites should be at least 0.25 hectares or capable of supporting at least 5 dwellings and that they are suitable, available and achievable. Detailed guidance on brownfield land registers is set out in the relevant section of the Government's National Planning Practice Guidance.

It is recommended that the Council's initial Brownfield Land Register only includes sites within Part 1 with either an extant unimplemented planning permission for residential use or Local Plan residential site allocation. There are no entries included in Part 2 as to date no sites have been granted Permission in Principle.

Recommendation

That Planning Committee approves the initial Brownfield Land Register (BLR) for publication.

1. WHY THIS REPORT IS NEEDED

Background

i) Publishing a Brownfield Land Register (BLR)

- 1.1 The Town and Country Planning (Brownfield Land Register) Regulations 2017 introduced a new requirement on local planning authorities to prepare, maintain and publish registers of previously developed¹ (brownfield) land by 31 December 2017. Consideration of this matter is therefore considered urgent in order to comply with the Regulations. Regulation 17 requires local planning authorities to review their registers at least once a year.
- 1.2 Part 1 of a Brownfield Land Register ("BLR") can include sites with extant full planning permission, outline planning permission and also sites without planning permission deemed suitable for residential development. Although not mandatory to include, any sites entered in Part 2 of the Register comprise a subset of those in Part 1 and that, by virtue of their inclusion, are granted 'Permission in Principle' for residential development. No sites in Barnet have been granted Permission in Principle and consequently, for the initial Brownfield Land Register, there are no entries included in Part 2.

ii) Methodology for inclusion of sites in the BLR

- 1.3 The Council is required to include sites on the Register that it considers meet the criteria in the Regulations². Sites should be at least 0.25 hectares in size or capable of supporting at least 5 dwellings and suitable, available and achievable for residential development.
- 1.4 Having regard to these criteria the following methodology has been used in selecting the sites entered into Part 1 of the Register –

¹ As defined in annex 2 of the NPPF

² These criteria are set out in Regulation 4 of [The Town and Country Planning \(Brownfield Land Register\) Regulations 2017](#)

- i) As a starting point sites with planning permission or prior approval taken from the London Development Database (LDD) in July 2017 that have not yet been completed and meet the above criteria have been included. All sites with extant planning permissions or prior approval are by definition considered to be suitable, available and achievable.
- ii) Undeveloped residential site proposals in the adopted Local Plan, (Mill Hill East and Colindale Area Action Plans) have been reviewed and where meeting the BLR criteria included. Some of these sites have planning permission and are included above.

All of these sites are considered suitable, available and achievable.

- 1.5 The Regulations require that the Council includes a note in the BLR indicating if the site is deliverable³. This column, along with others included in the proposed brownfield land register, are in the prescribed format set out in the Brownfield Land Register Data Standard published by DCLG. For sites of 0.25 ha or more the best available information is used to ascertain if they are 'deliverable'. The Council will continue to gather intelligence on these sites when updating the BLR.
- 1.6 Smaller sites of less than 0.25 ha sites where planning permission has been granted for 5 or more residential units have also been included in the Register based on the assumption that they are likely to be completed within the next five years. Details of the Part 1 sites listed in the Brownfield Land Register are attached at Appendix A.

iii) Relationship between the BLR and the Local Development Plan

- 1.7 In August this year the Council undertook a Call for Sites exercise to inform site selection for the new Local Plan, a draft (Regulation 18) of which is programmed to be published for public consultation in Autumn 2018. The majority of sites promoted through this exercise are residential led proposals on previously developed land, and therefore eligible for inclusion within Barnet's BLR. However, the Government's detailed guidance on the preparation and publication of a Register was not issued until Summer 2017 and it has not been possible to properly assess these sites and reach a view on the appropriateness of their inclusion in Part 1 of the initial BLR.
- 1.8 Given the timing of the Council's new Local Plan and associated work being undertaken to inform production of a consultation draft, it is considered premature at this stage to use the BLR to promote new sites that are suitable for residential development. To do so could give a legitimate expectation that they will also be included as site proposals in the draft Local Plan, and thereby potentially prejudice the consideration and production of that draft document. Site selection for inclusion in the Local Plan requires that a thorough, consistent, transparent and robust assessment process is undertaken of all known potential sites. This is neither possible nor, for the

³ deliverable" as defined in paragraph 5 of Schedule 2 of the 2017 Regulations means that there is a reasonable prospect that residential development will take place on the land within 5 years beginning with the entry date.

reasons explained above, considered desirable to undertake before the end of December 2017.

iv) Composition of sites included in Part 1 of the BLR

- 1.9 Therefore, based on the above methodology and reasoning, Part 1 of the initial BLR contains 108 sites, all of which have been in the public domain for some time. The majority of these sites already have planning permission and a number are under construction but, at the time of writing this report, had not been completed. The largest proportion of this capacity is from Brent Cross, Colindale and Mill Hill East regeneration areas.

2 REASONS FOR RECOMMENDATIONS

- 2.1 For the reasons as set out in paragraphs 1.3 to 1.8 above, it is recommended that entries included in Part 1 of the initial BLR are limited to those sites with an existing Local Plan allocation and/or extant residential led planning permission. However, the Council is expected to review the BLR on a regular basis (minimum of once a year). Although not required to consult on Part 1 entries, given the relationship between, and the implications of, identifying sites in the BLR and the Local Plan, it would seem prudent to consult on revisions to the BLR at the same time as consulting on the draft Local Plan. Following consultation this would then enable production of an updated BLR to be published by the end of December 2018, ensuring that entries in Part 1 are consistent with, and informed by, the wider consultation undertaken on the Regulation 18 draft Local Plan.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not to approve publication of the Brownfield Land Register. Failure to publish an initial BLR by 31st December 2017 would be in breach of the Government Regulations⁴ which stipulate that “each local planning authority must publish their register by 31st December 2017.”
- 3.2 To publish the BLR subject to amendments. It is strongly advised not to add additional sites onto the initial BLR for the reasons explained above; in particular because of the relationship with Local Plan proposals and the robust site selection process that this necessitates. Also, given the December 31st deadline to publish the BLR, officers and members would have difficulty considering revisions to the BLR.

4 POST DECISION IMPLEMENTATION

- 4.1 Going forward, the Government’s expectation is that once published the BLR is reviewed, as a minimum on an annual basis. Once the initial BLR has been published it is likely that applications will be received for Permission in Principle (PiP). Following undertaking of the requisite notification and consultation requirements as set out in the BLR Regulations, in order to give

⁴ The Town and Country planning (Brownfield Land Register) regulations 2017 - Regulation 3(2) refers

effect to PiP the Council will need to add sites deemed suitable to Part 2 of the BLR. Whilst this process will be demand led, it is nevertheless likely that, in addition to a formal annual review of the BLR, the Register will also need to be amended as necessary during the year to add Part 2 PiPs.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Brownfield Register helps to support delivery of the Corporate Plan 2015-2020, particularly the following stated corporate priority:

- Promote responsible growth within the Borough, encouraging development and success, revitalising communities whilst protecting what residents love about the Borough

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The cost for producing the initial Brownfield Register is being met through an annual 'new burdens grant' from DCLG.

5.3 Social Value

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to consider how they can also secure wider social, economic and environmental benefits.

5.3.2 Through the use of the Brownfield Register social and economic benefits will principally be secured through opportunities to increase housing delivery (including affordable housing) and make more efficient use of previously developed land. Focusing housing development on brownfield rather than greenfield sites will help to protect Barnet's Green Belt and Metropolitan Open Land. New homes will be energy efficient and designed in accordance with Council guidance on Sustainable Design and Construction.

5.4 Legal and Constitutional References

5.4.1 The requirement for all local planning authorities to publish a Brownfield Land Register by 31st December 2017 is stipulated in The Town and Country Planning (Brownfield Land Register) Regulations 2017.⁵ Details on publication of the Register are set out in Section 1 of this report.

5.4.2 Under Article 7 of the Constitution the functions of the Planning Committee include: To consider additions, deletions or amendments to the entries in the Council's Brownfield Land Register, including any referrals from the Area Planning Committees, and conduct any other functions related to the Brownfield Land Register.

⁵ Regulation 3(2) refers

5.5 Risk Management

- 5.5.1 Limiting site entries in the initial Register to those with an extant planning permission for residential use is considered to pose the least risk of subsequent challenge. The Government's expectation is clear that once published registers should be regularly updated (at least annually); this will enable the Council to add sites to Part 1 deemed suitable for residential development once a thorough assessment on suitability has been undertaken.
- 5.5.2 As explained above, including sites from the BLR without extant planning permission could be seen as prejudicial to the consideration of residential site allocations included in the new Local Plan, and potentially result in a legal challenge. It is important therefore that the identification of sites in both the BLR and Local Plan is arrived at through a consistent and transparent process and following a robust assessment.
- 5.5.3 To date the Council has not received any requests to grant Permission in Principle. Any requests received must be subject to notification and consultation procedures prescribed in The Town and Country Planning (Permission in Principle) Order 2017 and Regulations prior to consideration being given to entering in Part 2 of the Brownfield Land Register.

5.6 Equalities and Diversity

- 5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
 - advance equality of opportunity between people from different groups
 - foster good relations between people from different groups.

The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services.

- 5.6.2 The Brownfield Land Register has implications for all wards in Barnet. The sites on the BLR are determined by regulatory criteria. Part 1 of the BLR has no statutory weight in either decision taking or plan making and there are no sites on Part 2 of the BLR (which grants PiP). Accordingly, it is the opinion of the local planning authority that there are no specific equality and diversity implications arising from production of this Register.

5.7 Consultation and Engagement

- 5.7.1 There is no requirement to consult on Part 1 of the Register in terms of compiling and publishing the initial BLR by 31st December 2017. However, given that Barnet is producing a new local plan, it is recommended that when the BLR is first reviewed in 2018 a period of consultation is undertaken on any proposed revisions in conjunction with consultation for the draft Local Plan.

6 BACKGROUND PAPERS

- The Town and Country Planning (Brownfield Land Register) Regulations 2017⁶
<http://www.legislation.gov.uk/uksi/2017/403/contents/made>
- The Town and Country Planning (Permission in Principle) Order 2017⁷
<http://www.legislation.gov.uk/uksi/2017/402/made/data.pdf>
- Planning Practice Guidance Brownfield land registers published 28th July 2017 <https://www.gov.uk/guidance/brownfield-land-registers>
- Planning Practice Guidance Permission in principle published 28th July 2017 <https://www.gov.uk/guidance/permission-in-principle>
- Brownfield Land Registers Data Standard: preparing and publishing a register – July 2017
<https://www.gov.uk/government/publications/brownfield-land-registers-data-standard>

⁶ Regulations require local planning authorities to prepare, maintain and publish registers of brownfield land suitable for residential development

⁷ Order enables local authorities to grant permission in principle on suitable sites in their registers

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OrganisationURI	OrganisationLabel	SiteReference	PreviouslyPartOf	SiteNameAddress	SiteplanURL	CoordinateReferenceSystem	GeoX	GeoY	EASTING	NORTHING	Hectares	OwnershipStatus	Deliverable
http://opendataco	Barnet London Borou	16/7101/FUL		"Sir Thomas Lipton Memorial Hospital Osidge, 151 Chase Side, Southgate, London, N14 5HE"	https://maps.	ETRS89	-0.137364	51.634967	529026.00	194545.00	2.01	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/04442/FUL		"Imperial House, The Hyde, London, NW9 5AL"	https://maps.	ETRS89	-0.260106	51.595462	520621.00	189957.00	0.41	mixed owner	Yes
http://opendataco	Barnet London Borou	F/04474/14		"Granville Road Estate, Granville Road, Childs Hill London, NW2"	https://maps.	ETRS89	-0.201054	51.565085	524786.00	186629.00	3.73	unknown owner	Yes
http://opendataco	Barnet London Borou	16/0601/FUL		"112-132 Cricklewood Lane, London, NW2 2DP"	https://maps.	ETRS89	-0.209223	51.559723	524237.00	186057.00	0.64	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/05969/FUL		"Church Walk House, Church Walk, London, NW2 2TJ"	https://maps.	ETRS89	-0.198711	51.561228	524959.00	186257.00	0.42	mixed owner	Yes
http://opendataco	Barnet London Borou	16/5993/FUL		"114 - 120 West Heath Road, London, NW3 7TX"	https://maps.	ETRS89	-0.192815	51.566224	525368.00	186799.00	0.68	owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/2690/PNO		"220 The Vale, London, NW11 8SR"	https://maps.	ETRS89	-0.213045	51.563097	523959.00	186425.00	0.05	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/00146/12		"Blocks C5 To C12, Beaufort Park (Land At Former Raf East Camp Site), Aerodrome Road/ Grahame Park Way, Hendon, London, NW9"	https://maps.	ETRS89	-0.240771	51.595102	521975.00	189886.00	1.52	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	14/07064/FUL		"Buildings D3 To D8, Beaufort Park, Aerodrome Road, Colindale, NW9"	https://maps.	ETRS89	-0.239356	51.594429	522064.00	189874.00	0.82	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/3652/NMA		"C7-C8A Beaufort Park, Land At Former RAF East Camp, Aerodrome Road/ Grahame Parkway, Hendon, London, NW9"	https://maps.	ETRS89	-0.240534	51.59469	521978.00	189890.00	0.46	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	W01731JS/04		"Grahame Park Estate - Bounded By Lanacre Avenue To The West, Grahame Park Way To The South And Field Mead To The North London NW9"	https://maps.	ETRS89	-0.246305	51.601484	521650.00	190812.00	34.30	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/00308/11		"Phase 1B, Grahame Park Estate, Colindale, London NW9"	https://maps.	ETRS89	-0.24481	51.598138	521640.00	190294.00	4.03	not owned by a public authority	Yes

http://opendataco	Barnet London Borou	14/07210/FUL	"Development Plot B6 (Grahame Park Estate Regeneration), Lanacre Avenue, Colindale, NW9"	https://maps	ETRS89	-0.244775	51.598486	521722.00	190209.00	3.44	owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/04753/14	"Peel Centre, Peel Drive, Colindale, London, NW9 5JE"	https://maps	ETRS89	-0.243944	51.593334	521806.00	189735.00	20.36	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/1683/NMA	"Blocks T And U, Peel Centre, Peel Drive, Colindale, London, NW9 5JE"	https://maps	ETRS89	-0.239135	51.593375	522070.00	189747.00	0.18	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/5050/S73	"Blocks P and Q, Peel Centre, Aerodrome Road, London, NW9 5JE"	https://maps	ETRS89	-0.243738	51.59266	521751.00	189667.00	0.71	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/7836/S73	"Blocks H, J, K and M, Colindale Gardens (Formerly Peel Centre), Aerodrome Road, Colindale, London, NW9 5JE"	https://maps	ETRS89	-0.244795	51.593465	521671.00	189744.00	1.82	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/2564/RMA	"Phases 2A, 2B and 2C, Colindale Gardens (Former Peel Centre), Aerodrome Road, London, NW9"	https://maps	ETRS89	-0.246564	51.594698	521540.00	189890.00	2.73	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	W00198AA/04	"Former Raf East Camp Site, Aerodrome Road, Grahame Park Way, London NW9"	https://maps	ETRS89	-0.240273	51.595597	521891.00	189978.00	13.22	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/01259/08	"Former Raf East Camp, Hendon, NW9 - Block E"	https://maps	ETRS89	-0.237956	51.594166	522150.00	189850.00	1.04	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/02976/14	"Unit 1 & 2, Colindale Business Centre, 126 Colindale Avenue, London, NW9 5HD"	https://maps	ETRS89	-0.251508	51.594128	521207.00	189809.00	0.11	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/05856/13	"British Library Newspapers, 130 Colindale Avenue, London, NW9 5HE"	https://maps	ETRS89	-0.250471	51.594131	521288.00	189791.00	1.23	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/05915/14	"Hyde House, Rushgrove Avenue, London, NW9 6LH"	https://maps	ETRS89	-0.247997	51.584924	521472.00	188796.00	0.47	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/03551/14	"Barnet And Southgate College, Grahame Park Way, Colindale, NW9 5RA"	https://maps	ETRS89	-0.242475	51.603923	521825.00	190886.00	5.46	mixed owner	Yes

http://opendataco	Barnet London Borou	H/05828/14	"Homebase, Rookery Way, London, NW9 6SS"	https://maps	ETRS89	-0.245294	51.584738	521604.00	188746.00	2.45	mixed owner	Yes
http://opendataco	Barnet London Borou	H/05833/14	"126 Colindale Avenue, London, NW9 5HD"	https://maps	ETRS89	-0.251328	51.593906	521225.00	189787.00	0.26	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	B/02366/13	"11-13 Approach Road, Barnet, Herts, EN4 8FG"	https://maps	ETRS89	-0.172409	51.649323	526539.00	196082.00	0.07	mixed owner	Yes
http://opendataco	Barnet London Borou	B/04142/14	"142 East Barnet Road, Barnet, Herts, EN4 8RD"	https://maps	ETRS89	-0.168574	51.647808	526807.00	195922.00	0.03	unknown owner	Yes
http://opendataco	Barnet London Borou	B/04834/14	"Land Formerly Known As British Gas Works Albert Road, East Barnet"	https://maps	ETRS89	-0.17316	51.652192	526477.00	196498.00	2.52	mixed owner	Yes
http://opendataco	Barnet London Borou	16/3262/FUL	"Land Adjacent To 106 -128 Mount Pleasant And 27-37, Langford Road, Barnet, EN4 9HG"	https://maps	ETRS89	-0.158963	51.652401	527460.00	196460.00	0.23	owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/3327/FUL	"181 Victoria Road, Barnet, EN4 9PA"	https://maps	ETRS89	-0.166694	51.647998	526929.00	195946.00	0.12	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/04402/09	"16 Fortis Green, London, N2 9EL"	https://maps	ETRS89	-0.162677	51.58998	527376.00	189502.00	0.03	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/02952/13	"41 Wilmot Close, London, N2 8HP"	https://maps	ETRS89	-0.176877	51.597974	526365.00	190376.00	0.18	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/3252/FUL	"Elmshurst Crescent Garages, Land Adjacent To 90-100 Elmshurst Crescent And 35, Pulham Avenue, London, N2 0LR"	https://maps	ETRS89	-0.174959	51.589361	526517.00	189404.00	0.45	owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/1409/FUL	"Land Adj To 1 - 12 Norfolk Close, London, N2 8ET"	https://maps	ETRS89	-0.167178	51.59221	527035.00	189742.00	0.41	owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/00233/13	"Character zones 3 and 8, Stonegrove And Spur Road Estate, Edgware, Middx, HA8 8BT"	https://maps	ETRS89	-0.289207	51.620033	518546.00	192625.00	2.75	not owned by a public authority	Yes

http://opendataco	Barnet London Borou	H/05563/14	"2 Ashcombe Gardens, Edgware, Middx, HA8 8HS"	https://maps.	ETRS89	-0.279142	51.621517	519232.00	192804.00	0.08	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/01294/PNO	"42-46 Station Road, Edgware, Middlesex, HA8 7ZZ"	https://maps.	ETRS89	-0.277546	51.611492	519359.00	191702.00	0.02	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/03137/FUL	"Land At Broadfields Primary School, Roseberry Drive, Edgware, HA8 8JP"	https://maps.	ETRS89	-0.274824	51.629281	519584.00	193723.00	3.12	owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/0112/FUL	"102-124 Station Road And Car Park To Rear, Edgware, Middlesex, HA8 7BJ"	https://maps.	ETRS89	-0.276782	51.612137	519418.00	191763.00	0.63	owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/1065/FUL	"80 The Grove, Edgware, HA8 9QB"	https://maps.	ETRS89	-0.269967	51.621938	519846.00	192865.00	0.17	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/03731/14	"239 Regents Park Road, London, N3 3LF"	https://maps.	ETRS89	-0.199002	51.595706	524854.00	190082.00	0.15	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/3417/PNO	"Dove House, Gadd House And Cooper House, Arcadia Avenue, London, N3 2JU"	https://maps.	ETRS89	-0.194833	51.599393	525121.00	190496.00	0.21	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/3250/FUL	"Garages At Basing Way, Land Between 98-108 And 182-192 Basing Way, London, N3 3BP"	https://maps.	ETRS89	-0.189274	51.593716	525523.00	189872.00	0.28	owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/0047/PNO	"298 - 304 Regents Park Road, London, N3 2SZ"	https://maps.	ETRS89	-0.195488	51.599036	525078.00	190448.00	0.71	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/00550/11	"698 Finchley Road, London, NW11 7NE"	https://maps.	ETRS89	-0.196463	51.576294	525081.00	187927.00	0.06	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/04195/11	"Sunningdale, 38 The Bishops Avenue, London, N2 0BA"	https://maps.	ETRS89	-0.16942	51.581898	526926.00	188602.00	0.54	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/01413/13	"R/O 698 Finchley Road, London, NW11 7NE"	https://maps.	ETRS89	-0.196155	51.57637	525091.00	187930.00	0.04	not owned by a public authority	Yes

http://opendataco	Barnet London Borou	F/01597/14	"Eastwood, 41 The Bishops Avenue, London, N2 0BN"	https://maps.	ETRS89	-0.167935	51.58121	527008.00	188525.00	0.27	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/01319/12	"Chandos Lawn Tennis Club, Chandos Way, Wellgarth Road, London, NW11 7HP"	https://maps.	ETRS89	-0.189689	51.57257	525573.00	187509.00	0.90	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/05720/14	"Dryades, The Bishops Avenue, London, N2 0BA"	https://maps.	ETRS89	-0.170212	51.579102	526881.00	188282.00	0.49	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/04857/14	"The Towers, The Bishops Avenue And 1-5 Arden Court Gardens, London, N2 0BJ"	https://maps.	ETRS89	-0.170329	51.577111	526887.00	188079.00	1.67	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/0852/FUL	"Hammerson House, 50A The Bishops Avenue, London, N2 0BE"	https://maps.	ETRS89	-0.172041	51.577683	526763.00	188120.00	1.02	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	C/17559/08	"Brent Cross Cricklewood Regeneration Area North West London NW2"	https://maps.	ETRS89	-0.218947	51.570056	523399.00	187516.00	188.89	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/01932/11	"Former Parcel Force Depot, Geron Way, London, NW2"	https://maps.	ETRS89	-0.223513	51.565073	523231.00	186615.00	1.70	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/00720/RMA	"Land Off Brent Terrace, London, NW2, (The Brent Terrace Triangles)"	https://maps.	ETRS89	-0.221277	51.567762	523450.00	186817.00	0.86	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/07820/FUL	"Melvin Hall, Golders Green Road, London, NW11 9QB"	https://maps.	ETRS89	-0.208321	51.579351	524246.00	188243.00	0.31	mixed owner	Yes
http://opendataco	Barnet London Borou	16/3806/FUL	"290-294 Golders Green Road, London, NW11 9PY"	https://maps.	ETRS89	-0.209174	51.58022	524177.00	188326.00	0.42	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/06101/13	"The Barn, Nan Clarks Lane, London, NW7 4HH"	https://maps.	ETRS89	-0.244951	51.628941	521614.00	193692.00	2.18	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/03138/FUL	"Land Adjacent Northway And Fairway Primary School, The Fairway, Mill Hill, London, NW7 3HS"	https://maps.	ETRS89	-0.259067	51.627299	520783.00	193503.00	1.89	owned by a public authority	Yes

http://opendataco	Barnet London Borou	16/7594/FUL	"The Vicarage, Deans Lane, Edgware, HA8 9NT"	https://maps.	ETRS89	-0.261319	51.614808	520481.00	192102.00	0.29	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/02551/14	"71-73 Church Road, London, NW4 4DP"	https://maps.	ETRS89	-0.223043	51.589758	523194.00	189375.00	0.03	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/03198/FUL	"Spectrum House, Hillview Gardens, London, NW4 2JR"	https://maps.	ETRS89	-0.213549	51.587708	523869.00	189167.00	0.21	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/04738/FUL	"Ella And Ridley Jacob House And Sam Beckman Centre, 19 - 25, Church Road And 29 Babington Road, London, NW4 4EB"	https://maps.	ETRS89	-0.225234	51.589586	523032.00	189358.00	0.22	mixed owner	Yes
http://opendataco	Barnet London Borou	17/2709/FUL	"Craymere Cottage And Fordfield Cottage, 9-11 Parson Street, London, NW4 1QE"	https://maps.	ETRS89	-0.221827	51.590612	523282.00	189469.00	0.02	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	B/05631/14	"Arkley Reservoir, Rowley Green Road, Barnet, Herts"	https://maps.	ETRS89	-0.238499	51.646155	521981.00	195640.00	2.08	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/01703/FUL	"Dolphin Manor, 105 Camlet Way, Barnet, EN4 0NJ"	https://maps.	ETRS89	-0.185996	51.664826	525559.00	197767.00	0.87	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/03343/FUL	"Elmbank, Barnet Road, Barnet, EN5 3HD"	https://maps.	ETRS89	-0.219241	51.651469	523310.00	196251.00	1.29	owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/07170/FUL	"Rowley Lane Sports Ground, Rowley Lane, Barnet, EN5 3HW"	https://maps.	ETRS89	-0.247028	51.652408	521361.00	196301.00	0.33	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/2466/FUL	"Brake Shear House, 164 High Street, Barnet, EN5 5XP"	https://maps.	ETRS89	-0.200835	51.655767	524550.00	196758.00	0.48	mixed owner	Yes
http://opendataco	Barnet London Borou	17/2058/FUL	"Site Of Former 7, Alston Road, Barnet, EN5 4ET"	https://maps.	ETRS89	-0.208129	51.656233	524053.00	196790.00	0.02	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/04017/09	"Inglis Barracks, Mill Hill, London, NW7 1PX"	https://maps.	ETRS89	-0.20955	51.6119	523847.00	191996.00	30.96	not owned by a public authority	Yes

http://opendataco	Barnet London Borou	15/01546/RMA	"Phase 4A, Milbrook Park (Former Inglis Barracks), Mill Hill East, London, NW7 1PX"	https://maps.	ETRS89	-0.208849	51.613619	524120.00	191882.00	6.62	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/06417/OUT	"Milbrook Park, Mill Hill, London, NW7 1SJ"	https://maps.	ETRS89	-0.210147	51.611581	523847.00	191997.00	2.96	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	H/01721/11	"551 Watford Way, London, NW7 2PU"	https://maps.	ETRS89	-0.241663	51.609729	521855.00	191561.00	0.27	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/00568/FUL	"Land At Moreton Close, Mill Hill, London, NW7 2PH"	https://maps.	ETRS89	-0.223278	51.609307	523119.00	191554.00	0.43	owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/8115/FUL	"St Vincents Farm Cottage, The Ridgeway, London, NW7 1EL"	https://maps.	ETRS89	-0.222695	51.619182	523156.00	192685.00	0.40	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	B/03068/11	"Land Off High Road/Chandos Avenue, London N20 And Bretheren Meeting Hall & Well Grove School, Well Grove, London N20"	https://maps.	ETRS89	-0.173984	51.635088	526415.00	194505.00	2.26	mixed owner	Yes
http://opendataco	Barnet London Borou	B/01990/11	"Groupama House, 17 Station Road, Barnet, Herts, EN5 1PG"	https://maps.	ETRS89	-0.175923	51.649367	526295.00	196080.00	0.12	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	B/03816/13	"Castle House, 21-23 Station Road, Barnet, Herts, EN5 1PH"	https://maps.	ETRS89	-0.176579	51.649139	526248.00	196066.00	0.21	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	B/06116/13	"1060A-1072 High Road, London, N20 0QP"	https://maps.	ETRS89	-0.175276	51.624677	526430.00	193338.00	0.62	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	B/05318/14	"Reculver, 63 Totteridge Village, London, N20 8AG"	https://maps.	ETRS89	-0.206878	51.633507	524194.00	194273.00	1.27	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	B/04309/14	"Land Between Sweets Way And Oakleigh Road North, London, N20"	https://maps.	ETRS89	-0.171781	51.628516	526549.00	193822.00	6.21	unknown owner	Yes
http://opendataco	Barnet London Borou	14/07670/FUL	"1201 High Road, London, N20 0PD"	https://maps.	ETRS89	-0.175244	51.62832	526398.00	193746.00	1.05	not owned by a public authority	Yes

http://opendataco	Barnet London Borou	15/07359/HSE	"Southern Lea, Wykeham Rise, London, N20 8AJ"	https://maps	ETRS89	-0.204964	51.633807	524329.00	194306.00	0.30	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/3828/FUL	"Copped Close, 15 Totteridge Village, London, N20 8PN"	https://maps	ETRS89	-0.199165	51.630098	524735.00	193899.00	0.34	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/1313/PNO	"Barnet House, 1255 High Road, London, N20 0EJ"	https://maps	ETRS89	-0.175386	51.629469	526405.00	193867.00	0.71	owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/0824/FUL	"Copped Close, 15 Totteridge Village, London, N20 8PN"	https://maps	ETRS89	-0.198498	51.630491	524788.00	193953.00	0.27	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/3135/FUL	"Burnhams, 25 Totteridge Common, London, N20 8LR"	https://maps	ETRS89	-0.214823	51.632158	523626.00	194157.00	0.76	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/2982/FUL	"Whitewalls, Totteridge Green, London, N20 8PE"	https://maps	ETRS89	-0.196548	51.6295	524941.00	193842.00	0.27	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/3715/FUL	"Ridge Lodge, 30 Totteridge Common, London, N20 8NE"	https://maps	ETRS89	-0.218917	51.633109	523372.00	194167.00	0.42	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	B/00354/13	"Dollis Valley Estate, Including Former Barnet Hill School, Barnet South Community Association Hall And 131-135 Mays Lane, Barnet, EN5"	https://maps	ETRS89	-0.198637	51.645113	524622.00	195695.00	10.74	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	B/02349/14	"Phase 2, Dollis Valley Estate, Barnet, Herts, EN5"	https://maps	ETRS89	-0.199042	51.645359	524936.00	195677.00	3.16	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	14/07124/FUL	"Vale Farm, Mays Lane, Barnet, EN5 2AQ"	https://maps	ETRS89	-0.22202	51.640099	523119.00	194977.00	0.30	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/03139/FUL	"Land Adjacent To Whitings Hill Primary School, Whitings Road, Barnet, EN5 2QY"	https://maps	ETRS89	-0.219334	51.645941	523312.00	195621.00	2.99	owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/04976/13	"Berkeley Court, Vines Avenue, London, N3 2QE"	https://maps	ETRS89	-0.186992	51.601281	525655.00	190708.00	0.28	not owned by a public authority	Yes

http://opendataco	Barnet London Borou	14/07706/PNO		"319 Ballards Lane, London, N12 8LY"	https://maps.	ETRS89	-0.177611	51.613195	526277.00	192057.00	0.06	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/02178/PNO		"354 Ballards Lane, London, N12 0EH"	https://maps.	ETRS89	-0.17681	51.613261	526333.00	192065.00	0.03	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/02177/PNO		"Apex House, Grand Arcade, London, N12 0EH"	https://maps.	ETRS89	-0.17626	51.613308	526376.00	192072.00	0.05	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	W/13937/04		"West Hendon Estate, West Hendon, London NW9"	https://maps.	ETRS89	-0.242025	51.577417	521857.00	188036.00	12.32	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	14/07964/RMA		"Phase 3B and 3C, West Hendon Estate, West Hendon, London, NW9"	https://maps.	ETRS89	-0.24188	51.57747	521913.00	188002.00	1.60	owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/00750/FUL		"117 - 125 West Hendon Broadway, London, NW9 7BP"	https://maps.	ETRS89	-0.238405	51.575734	522162.00	187787.00	0.33	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	16/3265/PNO		"110 - 124 West Hendon Broadway, London, NW9 7AA"	https://maps.	ETRS89	-0.236573	51.575328	522297.00	187746.00	0.28	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/2355/PNO		"1,3,4 And 5 The Exchange, Brent Cross Gardens, London, NW4 3RJ"	https://maps.	ETRS89	-0.218671	51.577461	523540.00	188002.00	0.31	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	F/05325/13		"Britannia House, 958-964 High Road, London, N12 9RY"	https://maps.	ETRS89	-0.176095	51.621992	526358.00	193041.00	0.14	unknown owner	Yes
http://opendataco	Barnet London Borou	F/05135/14		"1ST Floor , Churchfield House, 45-51 Woodhouse Road, London, N12 9ET"	https://maps.	ETRS89	-0.172973	51.612196	526600.00	191959.00	0.07	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	15/06707/FUL		"75 Torrington Park, London, N12 9PN"	https://maps.	ETRS89	-0.168738	51.616709	526882.00	192465.00	0.26	not owned by a public authority	Yes
http://opendataco	Barnet London Borou	17/2581/PNO		"242 - 246 Ballards Lane, London, N12 0EP"	https://maps.	ETRS89	-0.1811	51.609475	526042.00	191644.00	0.11	not owned by a public authority	Yes

PlanningStatus	PermissionType	PermissionDate	PlanningHistory	ProposedForPIP	MinNetDwellings	DevelopmentDescription	NonHousingDevelopment	Part2	NetDwellingsRange	NetDwellingsRange	HazardousSubstances	SiteInformation
permitted	full planning permission	2017-06-23			30	Demolition of 3 no. existing buildings and conversion of Osidge House to Class C3 residential use providing 16 no. self-contained flats. Erection of 3-storey apartment building to provide 8 no. self-contained flats. Erection of 3 no. 3-storey townhouses						
permitted	full planning permission	2017-03-17			81	Redevelopment of Imperial House comprising the demolition of existing buildings and erection of buildings ranging from 3 to 16 storeys to provide 81 residential units (Use Class C3) and 815sqm of replacement office accommodation (Use Class B1) along with						
permitted	full planning permission	2016-08-08			132	Demolition of Beech Court, garages and other ancillary buildings and the erection of new buildings (including an extension to Nant Court) between two and six storeys in height (with additional basement levels in places) to provide 132 new dwellings in to						
permitted	full planning permission	2016-08-30			122	The erection of a part 3, part 6, part 8 storey building comprising 122 no. residential units and 279 sqm (GIA) of commercial floorspace, including the provision of private and communal amenity space, landscaping, car parking, cycle parking, refuse stora						
permitted	full planning permission	2016-12-19			35	Demolition of existing building and construction of part two part three storey building with additional roof level and basement level to provide 35 no. self-contained units with associated parking and landscaping						
permitted	full planning permission	2017-03-21			46	Demolition of existing buildings and comprehensive redevelopment of the site for a building arranged over basement, partial lower ground floor level and four to five floors above to provide up to 46no. Assisted/Independent Living units (class C2 resident						
permitted	planning permission granted under an order	2017-06-22			14	Change of use from Use Class B1 (office) to Use Class C3 (residential) to provide (14 Units)						
permitted	reserved matters approval	2012-12-21			560	Reserved matters application seeking approval for appearance, landscaping, layout and design in relation to buildings C5 to C12 comprising 560 homes and 900 sqm of non-residential floorspace, pursuant to condition 6 of outline permission W/00198/AA/04 fo						
permitted	full planning permission	2015-04-21			237	Construction of a building of 6 cores of up to 10 storeys to comprise 237 residential homes and 357 sq.m GIA of commercial floorspace (A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping (This application is accompani						
permitted	full planning permission	2016-06-09			177	Non-material amendment to planning permission H/04184/14 dated 13/11/14. Amendments include internal reconfiguration of blocks C7 - C8a						
permitted	outline planning permission	2007-01-17			2977	Redevelopment of site involving the demolition of 1314 existing residential units and construction of 2977 new residential units providing a total of 3440 units on the estate, provision of approximately 9074sqm replacement retail (Class A1), office (Clas						
permitted	reserved matters approval	2012-02-21			441	Reserved matters application seeking approval for design, external appearance and landscaping for Phase 1B of the Grahame Park Estate Regeneration comprising 441 residential units (excluding Block A9), 5,483sqm (GEA) of non-residential floorspace includi						

permitted	full planning permission	2015-07-15			92	Revised application for development of plot B6 comprising buildings between 1 and 6 storeys, to accommodate 92 residential units (84 flats and 8 dwellinghouses); associated vehicle access, highways, parking, landscaping, amenity space, refuse and cycle s						
permitted	full planning permission	2015-12-23			2900	Hybrid planning application for the phased comprehensive redevelopment of part of the existing Peel Centre site including the demolition of all existing buildings and the provision of a residential-led mixed use development comprising up to 2,900 new res						
permitted	planning permission granted under an order	2016-04-06			211	Non-material amendment pursuant to planning permission H/04753/14 dated 23.12.2015 for "Hybrid planning application for the phased comprehensive redevelopment of part of the existing Peel Centre site including the demolition of all existing buildings and						
permitted	planning permission granted under an order	2016-12-05			241	Minor Material Amendment to condition 1 (Approved Plans) of Planning Permission for H/04753/14 Hybrid planning application for the phased comprehensive redevelopment of part of the existing Peel Centre site including the demolition of all existing b						
permitted	planning permission granted under an order	2017-05-05			428	Minor Material Amendment to condition 1 (Approved Plans) of Planning Permission for H/04753/14 dated 23/12/2015 as amended by S73 Application 16/5050/S73 dated 05.12.2016. Hybrid planning application for the phased comprehensive redevelopment of part of						
permitted	full planning permission	2017-08-02			483	Reserved matters application seeking approval of appearance, landscaping, layout and scale for Phases 2A, 2B and 2C of the Colindale Gardens (Former Peel Centre) development pursuant to outline planning permission reference H/04753/14 dated 23/12/2015 as						
permitted	outline planning permission	2005-04-08			2800	Redevelopment of site comprising 2800 residential units (Class C3), approximately 7850sqm of retail (Class A1), financial and professional services (Class A2), food and drink (Class A3), business (Class B1), leisure and community (Class D1 and D2) uses a						
permitted	reserved matters approval	2009-07-01			445	Reserved matters application seeking approval for design and external appearance in relation to the next phase (Block E) of the development, comprising 442 residential units and 639.5 sq. m of commercial accommodation including use classes A1 to A5 or B1						
permitted	planning permission granted under an order	2014-07-30			5	Change of use of first floor from B1 office to C3 residential (5 Units)						
permitted	full planning permission	2014-12-23			388	Demolition of all existing buildings; redevelopment to provide 395 flats, 772sqm of retail/financial/professional/restaurant/café uses (Use Classes A1/A2/A3) and 112sqm of floorspace for retail/financial/professional/restaurant/café uses (Use Classes A1/						
permitted	planning permission granted under an order	2014-12-24			40	Change of use from Class B1 (Office) to Class C3 (Residential) (40 Units) on floors 7 to 11						
permitted	full planning permission	2015-05-06			396	Demolition of all existing buildings; redevelopment to provide 396 residential units (266 flats, 56 maisonettes and 74 dwellinghouses) in buildings ranging from 3 to 9 storeys; access from Grahame Park Way and Corner Mead; associated internal street netw						

permitted	full planning permission	2015-10-21			386	Demolition of the existing buildings, and the erection of eight blocks of apartments of 6-8 storeys with a building of 14 storeys adjacent to The Hyde (the A5, Edgware Road) and three terraced blocks comprising housing and duplex apartments, providing 38						
permitted	full planning permission	2016-12-20			35	Demolition of existing business centre and construction of 2 no. two five storey buildings to provide 35 no. residential flats and 566 m2 of commercial floor space (Use Class B1), including basement car park with 44 car spaces and 70 cycle spaces. Provis						
permitted	full planning permission	2014-01-20			15	Erection of 5 storey building and basement floor level to facilitate 15 self-contained residential units, 15 car parking spaces and cycle store at basement level. Provision of solar panels at roof level. Hard and soft landscaping.						
permitted	outline planning permission	2014-10-01			5	Change of use of existing shop (Use Class A1) and part two storey, part single storey rear extension and roof extension with rear dormer window to facilitate the creation of 5 flats. Construction of replacement garage to rear of site (Outline Application						
permitted	full planning permission	2015-05-01			305	Residential-led, mixed-use development of the Former Albert Road Gas Works comprising the erection of 305 residential units (Use Class C3), 116 sq m of Retail floorspace (Use Class A1/A2/A3/A4) and 558 sq m of flexible Commercial floorspace (Use Class A3						
permitted	full planning permission	2017-04-20			12	Demolition of garden walls and erection of two 3-storey buildings comprising of 12no. self-contained flats with associated access, car parking, cycle and refuse storage, amenity space and landscaping						
permitted	full planning permission	2017-09-06			7	Erection of 4 storey block comprising 7 flats						
permitted	full planning permission	2010-02-09			5	Conversion of three flats into five flats following formation of front and rear lightwells at basement level and alterations to roof including two rear dormers to facilitate a loft conversion. Installation of solar panels to rear and front roof slope.						
permitted	full planning permission	2013-10-14			16	Erection of two-storey building to create 16 one bedroom sheltered housing self-contained residential						
permitted	full planning permission	2017-02-08			13	Demolition of existing garages and redevelopment to provide a 3-storey building comprising of 11no. self-contained flats and 2no. two-storey semi-detached dwellinghouses with associated access, amenity space, landscaping, car parking, cycle and refuse s						
permitted	full planning permission	2017-07-31			8	Erection of four storey detached building comprising 8no residential units with 8no additional car parking spaces to existing provision, cycle storage, refuse storage and landscaping						
permitted	reserved matters approval	2013-05-16			218	Reserved matters application seeking approval for scale, external appearance and landscaping for character zones 3 and 8 of the redevelopment of Stonegrove and Spur Road estate pursuant to condition 2 of planning permission W13582/07 as renewed by H/0363						

permitted	full planning permission	2015-04-07				6	Demolition of existing dwelling and construction of a two storey building with rooms in roofspace comprising of 6no. self-contained flats plus 6no. parking spaces in basement level carpark						
permitted	planning permission granted under an order	2015-04-28				8	Change of use from Use Class B1 (office) to Use Class C3 (residential) to provide 8 Units						
permitted	full planning permission	2016-04-08				112	Development of site between Broadfields Primary School and Hartland Drive to provide 112 residential units (Use Class C3) comprising 52 houses (2-3 storeys) and an apartment block (3-4 storeys) of 60 flats. New vehicular access incorporating a mini-round						
permitted	full planning permission	2016-10-07				122	Demolition of 120-124 Station Road and full planning permission for the rebuilding and extension of 102-120 Station Road to provide 1,705sqm retail floorspace (Use Class A1/A2) including a new frontage to Approach Road; redevelopment of rear car park for						
permitted	full planning permission	2017-06-26				6	Demolition of the existing dwelling and the erection of a two-storey building with rooms in roof space and basement level to provide 6 self-contained flats. Provision for parking						
permitted	planning permission granted under an order	2014-09-16				16	Change of use from B1 office to C3 residential (16 Units)						
permitted	planning permission granted under an order	2016-07-14				88	Change of use from Class B1 (Office) at upper levels to Class C3 (Residential) (88 Units) The existing parking at the lower floor levels of Dove House and Gadd House will be retained and reconfigured to provide a total of 77 car parking spaces (54 spa						
permitted	full planning permission	2017-02-08				14	Demolition of existing garages and redevelopment to provide a 4-storey building comprising 14no. self-contained flats with associated landscaping, car parking, cycle and refuse storage; and enclosure of existing electrical substation within a new structu						
permitted	planning permission granted under an order	2017-03-17				130	Change of use from Class B1 (Office) to Class C3 (Residential) (130 Unit), that involves conversion of Upper Ground to 4th floors of Berkley House & Marlborough House, Lower Ground Floor to 2nd Floors of Molento House and Upper Ground to 2nd Floors of S						
permitted	full planning permission	2011-05-06				9	Extension to the time limit for implementing planning permission C/06012/AJ/07 dated 06/05/08 for 'Demolition of building and erection of a 5 storey building with offices (Class A2) at ground floor and 9 self contained flats on upper floors. Provision of						
permitted	full planning permission	2012-01-04				1	Demolition of existing dwelling and detached garage. Erection of two storey detached dwelling including basement and rooms in roofspace. Erection of new detached garage.						
permitted	full planning permission	2013-09-12				9	Erection of a four storey building comprising 9no. self-contained residential units, including 2no car parking spaces, refuse area and cycle storage.						

permitted	full planning permission	2014-06-26				Demolition of existing house and erection of a new part two-storey, part three-storey dwelling house with basement level. Associated parking and landscaping.							
permitted	full planning permission	2014-09-22			45	Erection of 45 self-contained units with associated car parking, cycle storage, amenity space, landscaping, refuse/recycling access, following demolition of existing building and structures.							
permitted	full planning permission	2015-06-29			9	Demolition of existing dwelling and erection of two storey building comprising of basement level and rooms in roof space to form 9 self-contained flats.							
permitted	full planning permission	2015-08-03			44	Demolition of six existing dwelling houses and erection of two three-storey blocks and one four-storey block to provide 44 residential units (3 x 1-bed, 27 x 2-bed and 14 x 3-bed units) with servicing, refuse/recycling facilities, tennis court, car parki							
permitted	full planning permission	2016-11-30			116	Demolition and rebuild of existing to provide 3 storey Care home with pitched roof (C2 use) providing 116 no. care units with associated amenity space and landscaping							
permitted	outline planning permission	2010-10-28			7550	Redevelopment of the Brent Cross Cricklewood regeneration area comprising residential (Use Class C2, C3 and student / special needs / sheltered housing), town centre uses including Use Classes A1-A5, offices, industrial and other business uses (B1-B8), l							
permitted	full planning permission	2013-04-30			230	Redevelopment of site to provide for 230 residential units (use class C3) and 888 square metres of commercial accommodation (use classes B1, D1 and D2) in buildings up to seven storeys in height, along with associated car parking, amenity space and new v							
permitted	reserved matters approval	2015-06-09			47	Reserved Matters application within Phase 1a (North) of the Brent Cross Cricklewood Regeneration Scheme relating to Layout, Scale, Appearance, Access and Landscaping, for the residential development of Plots 53 and 54 comprising 47 Residential Units. Sub							
permitted	full planning permission	2016-03-24			1	Roof extension to accommodate 1 self-contained flat with external balcony. Parking area to the northwest side.							
permitted	full planning permission	2016-09-05			60	Erection of a part two, part four, part five, part six storey building with lower ground floor and basements providing 60 residential flats with ancillary spa facility; associated car and cycle parking, landscaping and associated other works with access							
permitted	full planning permission	2014-02-17			1	Demolition of the existing dwelling house and erection of a new dwelling house with basement accommodation and a ramped access together with associated landscaping.							
permitted	full planning permission	2016-04-08			120	Development of site to the west of Northway and Fairway Primary School to provide 120 residential units (Use Class C3) comprising 45 houses (2-3 storeys) and two apartment blocks (3-4 storeys) containing a total of 75 flats. Replacement playground, new v							

permitted	full planning permission	2017-05-12				Demolition of existing vicarage and garage buildings and redevelopment to provide a replacement vicarage plus 8no. additional two storey dwellinghouses with associated access, amenity space, hard and soft landscaping, refuse stores and cycle storage. P							
permitted	planning permission granted under an order	2014-06-17				7 Change of use from Class B1(office), to Class C3 (residential) (7 units).							
permitted	full planning permission	2016-03-01				27 Demolition of existing buildings and redevelopment of the site to provide a new three storey residential building with basement parking area to provide 27 flats and associated private amenity space							
permitted	full planning permission	2016-04-13				32 Demolition of existing buildings (Ella & Ridley Jacobs House and Sam Beckman Centre) and the construction of two new buildings, one up to five storeys in height (plus basement) and one two storey building, and associated works, including alterations to a							
permitted	full planning permission	2017-06-21				6 Conversion of 2 single family dwellings into 5 self contained flats following demolition of existing two storey extension and erection of a part single part two storey rear extension, including partial excavation. Extension to roof including raising of r							
permitted	full planning permission	2014-12-08				3 Erection of 3no. two storey plus rooms in roof space detached dwellinghouses with associated hard and soft landscaping and amenity space.							
permitted	full planning permission	2015-05-22				2 Demolition of the existing house and construction of two self-contained two-storey detached dwellings (Lower ground and ground floor levels). Landscaping and associated works							
permitted	full planning permission	2016-05-25				114 Demolition of existing buildings and erection of 114 residential dwellings (93 flats and 21 houses), car parking, landscaping and associated works.							
permitted	full planning permission	2016-10-28				1 Construction of a two storey Clubhouse providing various essential facilities for the Sports Association including changing rooms, spectator areas and a caretakers flat							
permitted	full planning permission	2017-02-02				40 Demolition of existing buildings (Use Class B1(c), Sui Generis, A3 and C3). Erection of new three storey building to provide flexible Use Class B floorspace. Erection of new four storey residential apartment building providing 32 self-contained units and							
permitted	full planning permission	2017-05-26				5 Demolition of existing building (Class D1) and erection of two-storey building with rooms in roof space to create 5 new self-contained C3 residential units. Associated parking and refuse (alteration to scheme that is under construction that was approved							
permitted	outline planning permission	2011-09-22				2174 Outline application for the comprehensive redevelopment of the site for residential led mixed use development involving the demolition of all existing buildings (excluding the former officers mess) and ground re-profiling works, to provide 2,174 dwelling							

permitted	reserved matters approval	2015-07-01			114	Reserved matters application seeking approval of appearance, landscaping, layout and scale for Phase 4a of the Mill Hill East development pursuant to Outline planning permission reference H/04017/09 dated: 22/9/2011, involving the erection of 114 units 6							
permitted	outline planning permission	2016-05-13			66	Outline planning application for up to 66 residential units, 700 sqm of B1 floorspace, 630 sqm energy centre (CHP) and associated car parking and landscaping.							
permitted	full planning permission	2011-06-30			9	Construction of a 3 storey building including rooms in the roofspace to provide 5 self-contained flats and construction of 3 x two storey plus rooms in the roofspace and 1 x two storey detached dwellinghouses. Associated landscaping and parking spaces.							
permitted	full planning permission	2015-05-18			53	Demolition of existing buildings and for the construction of a three storey building with rooms in roofspace to provide extra care residential development (Use Class C2) to provide 51 no. 1 and 2 bedroom flats, served by a new vehicular access off Milesp							
permitted	full planning permission	2017-05-17			7	Demolition of existing 8no. dwellings and ancillary buildings and erection of a part single storey, part two storey building to provide 7no dwellings. Associated cycle parking, storage, parking and amenity space. Alterations to hard and soft landscaping							
permitted	outline planning permission	2012-03-29			70	Demolition of existing buildings and redevelopment comprising of 70 dwellings (62 houses and 8 flats). Erection of 512sqm building for use class D1 purposes (Non-Residential Institution). Provision of associated car parking, landscaping and open space. U							
permitted	full planning permission	2012-08-21			34	Conversion of existing office building to 34 residential units, with 323m2 of B1 (Office Space) at first floor level. Associated alterations and extensions including extensions at rear and roof level. Provision of 34 car parking spaces.							
permitted	full planning permission	2013-12-10			8	Erection of a two-storey roof addition to provide 8 apartments including works comprising of new fire escape stairs at the rear; re-modelling of the front elevation to incorporate new entrance; re-modelling and landscaping of the site including the front							
permitted	full planning permission	2015-11-12			56	Demolition of the existing buildings and redevelopment of the site to provide 46 no. self-contained residential flats (Use Class C3), 10 no. self contained houses (Use Class C3) and 483 square metres of office (Use Class B1a) floorspace, in buildings ran							
permitted	full planning permission	2015-01-30			1	Demolition of existing dwelling and erection of new single storey house including lower ground floor and basement level.							
permitted	outline planning permission	2015-07-24			288	Demolition of all existing buildings and outline planning permission (with all matters other than access and layout reserved) for new residential dwellings (Use Class C3), comprising up to 201 houses and up to 87 flats (up to 288 new dwellings in total),							
permitted	full planning permission	2015-12-03			124	Construction of a new building up to 5-storeys high comprising of 43 self-contained flats (Class C3) and 437sqm of (Class A1) retail space at ground floor level with basement parking. Associated landscaping, refuse stores, cycle stores and amenity space							

permitted	full planning permission	2016-02-15				1	Demolition of existing dwelling and erection of new two-storey dwelling house at ground and lower ground level. Associated works						
permitted	full planning permission	2016-11-17				1	Erection of two storey dwelling with basement and rooms in roofspace including garage						
permitted	planning permission granted under an order	2017-05-11				254	Change of use Change of use from B1 (Office) to C3 (Residential) (254 Units over 11 Floors)						
permitted	full planning permission	2017-06-21				2	Demolition of the existing dwelling and buildings and erection of two detached dwellings and replacement double garage. Associated refuse and recycling area						
permitted	full planning permission	2017-07-13				1	Demolition of the existing house and the erection of a two storey detached dwelling with basement and rooms in roofspace and detached garage. Alterations to hard and soft landscaping						
permitted	full planning permission	2017-07-28				2	Demolition of single detached house and erection of 2no detached dwellings. Associated landscaping, hardstanding and refuse storage						
permitted	full planning permission	2017-09-12				1	Demolition of existing dwelling, garage and outbuildings and erection of a two storey dwelling and single storey garage. Associated landscaping and alterations to existing entrance gates						
permitted	outline planning permission	2013-10-01				631	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 a						
permitted	reserved matters approval	2014-08-13				163	Reserved matters application seeking approval of landscaping, appearance, scale, access and layout for Phase 2 of the Dollis Valley Estate Redevelopment pursuant to Condition 7 of the Hybrid planning permission reference B/00354/13 dated 01/10/2013 invol						
permitted	full planning permission	2015-06-05				1	Conversion of existing barn into a single family dwellinghouse with external alterations including insertion of rooflights to facilitate a loft conversion, associated landscaping and off-street car parking following partial demolition of storage building						
permitted	full planning permission	2016-04-08				33	Development of site to north east of Whitings Hill Primary School to provide 33 residential units (Use Class C3) comprising 26 houses (2-3 storeys) and an apartment block containing 7 flats (3-4 storeys), accessed from existing vehicular access (serving						
permitted	full planning permission	2014-03-06				4	Extension to roof including dormer windows to all sides, rooflights to east and west elevations and recessed second floor balconies to inward facing elevations of Block 1 and Block 3 to facilitate the formation of four new self-contained residential unit						

permitted	planning permission granted under an order	2015-01-15			16	Change of use from Class B1(Office) to Class C3 (Residential)?							
permitted	planning permission granted under an order	2015-05-19			8	Change of use from Offices (B1) to residential usage (C3)							
permitted	planning permission granted under an order	2015-05-19			8	Change of use from Offices (B1) to residential usage (C3)							
permitted	outline planning permission	2008-07-02			2171	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 (
permitted	reserved matters approval	2015-04-08			298	Application for Approval of Reserved Matters relating to Scale, Layout, Appearance, Landscaping, Access and Parking, pertaining to Blocks F1, F2, F3, F4, G4, H3, H4 forming Part of Phase 3B and 3C of the West Hendon Estate Regeneration comprising 298 Res							
permitted	full planning permission	2016-01-11			47	Construction of a new building up to 5-storeys high comprising of 47 no. self-contained flats (Class C3) and 437sqm of (Class A1) retail space at ground floor level with basement parking. Associated landscaping, refuse stores, cycle stores and amenity s							
permitted	planning permission granted under an order	2016-06-27			22	Change of use from B1 Offices to C3 dwelling to provide 22 units							
permitted	planning permission granted under an order	2017-06-05			89	Change of use from B1 (Office) to C3 (Residential) to provide Block 1 (30 Units) Block 3 (21 Units) Block 4 (21 Units) Block 5 (17 Units)							
permitted	planning permission granted under an order	2014-01-09			18	Change of use from B1 office (first, second, third & fourth) to C3 residential							
permitted	planning permission granted under an order	2014-10-31			5	Change of use from Class B1 (Office) to Class C3 (Residential) (5 Units).							
permitted	full planning permission	2016-02-18			4	New mansard roof with 2no. dormer windows to front, rear and both sides and 2no. balconies to front and rear, to provide 4 self contained flats at third floor level with 9no. additional parking spaces to the rear, new refuse/recycle storage to front							
permitted	planning permission granted under an order	2017-06-01			5	Change of use from B1 (Office) to C3 (Residential) (5 Units)							

Notes	FirstAddedDate	LastUpdatedDate	SOURCE	STATUS	Ward	Number
			LDD	SUBMITTED	Brunswick Park	1
			LDD	SUBMITTED	Burnt Oak	2
			LDD	SUBMITTED	Childs Hill	3
			LDD	SUBMITTED	Childs Hill	4
			LDD	STARTED	Childs Hill	5
			LDD	SUBMITTED	Childs Hill	6
			LDD	SUBMITTED	Childs Hill	7
			LDD	STARTED	Colindale	8
			LDD	SUBMITTED	Colindale	9
			LDD	STARTED	Colindale	10
			LDD	STARTED	Colindale	11
Part of W01731JS/04 outline planning permission			LDD	STARTED	Colindale	12

Part of W01731JS/04 outline planning permission			LDD	STARTED	Colindale	13
			LDD	STARTED	Colindale	14
Part of H/04753/14 planning application			LDD	STARTED	Colindale	15
Part of H/04753/14 planning application			LDD	SUBMITTED	Colindale	16
Part of H/04753/14 planning application			LDD	SUBMITTED	Colindale	17
Part of H/04753/14 planning application			LDD	SUBMITTED	Colindale	18
			LDD	STARTED	Colindale	19
Part of W00198AA/04 outline planning permission			LDD	STARTED	Colindale	20
			LDD	SUBMITTED	Colindale	21
			LDD	STARTED	Colindale	22
			LDD	SUBMITTED	Colindale	23
			LDD	STARTED	Colindale	24

			LDD	STARTED	Colindale	25
			LDD	SUBMITTED	Colindale	26
			LDD	STARTED	East Barnet	27
			LDD	SUBMITTED	East Barnet	28
			LDD	SUBMITTED	East Barnet	29
			LDD	SUBMITTED	East Barnet	30
			LDD	SUBMITTED	East Barnet	31
			LDD	STARTED	East Finchley	32
			LDD	STARTED	East Finchley	33
			LDD	SUBMITTED	East Finchley	34
			LDD	SUBMITTED	East Finchley	35
			LDD	STARTED	Edgware	36

			LDD	SUBMITTED	Edgware	37
			LDD	SUBMITTED	Edgware	38
			LDD	SUBMITTED	Edgware	39
			LDD	SUBMITTED	Edgware	40
			LDD	SUBMITTED	Edgware	41
			LDD	SUBMITTED	Finchley Church End	42
			LDD	SUBMITTED	Finchley Church End	43
			LDD	SUBMITTED	Finchley Church End	44
			LDD	SUBMITTED	Finchley Church End	45
			LDD	STARTED	Garden Suburb	46
			LDD	STARTED	Garden Suburb	47
			LDD	STARTED	Garden Suburb	48

			LDD	SUBMITTED	Garden Suburb	49
			LDD	STARTED	Garden Suburb	50
			LDD	SUBMITTED	Garden Suburb	51
			LDD	SUBMITTED	Garden Suburb	52
			LDD	SUBMITTED	Garden Suburb	53
			LDD	SUBMITTED	Golders Green	54
			LDD	STARTED	Golders Green	55
			LDD	SUBMITTED	Golders Green	56
			LDD	STARTED	Golders Green	57
			LDD	SUBMITTED	Golders Green	58
			LDD	STARTED	Hale	59
			LDD	SUBMITTED	Hale	60

			LDD	SUBMITTED	Hale	61
			LDD	SUBMITTED	Hendon	62
			LDD	SUBMITTED	Hendon	63
			LDD	STARTED	Hendon	64
			LDD	SUBMITTED	Hendon	65
			LDD	STARTED	High Barnet	66
			LDD	STARTED	High Barnet	67
			LDD	STARTED	High Barnet	68
			LDD	SUBMITTED	High Barnet	69
			LDD	SUBMITTED	High Barnet	70
			LDD	SUBMITTED	High Barnet	71
			LDD	STARTED	Mill Hill	72

Part of H/04017/09 outline planning application			LDD	STARTED	Mill Hill	73
			LDD	SUBMITTED	Mill Hill	74
			LDD	STARTED	Mill Hill	75
			LDD	STARTED	Mill Hill	76
			LDD	SUBMITTED	Mill Hill	77
			LDD	STARTED	Oakleigh	78
			LDD	STARTED	Oakleigh	79
			LDD	STARTED	Oakleigh	80
			LDD	STARTED	Oakleigh	81
			LDD	SUBMITTED	Totteridge	82
			LDD	STARTED	Totteridge	83
			LDD	STARTED	Totteridge	84

			LDD	SUBMITTED	Totteridge	85
			LDD	SUBMITTED	Totteridge	86
			LDD	SUBMITTED	Totteridge	87
			LDD	SUBMITTED	Totteridge	88
			LDD	SUBMITTED	Totteridge	89
			LDD	SUBMITTED	Totteridge	90
			LDD	SUBMITTED	Totteridge	91
			LDD	STARTED	Underhill	92
Part of B/00354/13 planning permission			LDD	STARTED	Underhill	93
			LDD	SUBMITTED	Underhill	94
			LDD	SUBMITTED	Underhill	95
			LDD	STARTED	West Finchley	96

			LDD	SUBMITTED	West Finchley	97
			LDD	SUBMITTED	West Finchley	98
			LDD	SUBMITTED	West Finchley	99
			LDD	STARTED	West Hendon	100
Part of W/13937/04 planning permission			LDD	STARTED	West Hendon	101
			LDD	SUBMITTED	West Hendon	102
			LDD	SUBMITTED	West Hendon	103
			LDD	SUBMITTED	West Hendon	104
			LDD	STARTED	Woodhouse	105
			LDD	SUBMITTED	Woodhouse	106
			LDD	SUBMITTED	Woodhouse	107
			LDD	SUBMITTED	Woodhouse	108

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	<p>Planning Committee 14th December 2017</p>
<p style="text-align: center;">Title</p>	<p>Fees and Charges: Planning</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director – Growth & Environment</p>
<p style="text-align: center;">Wards</p>	<p>All</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Key</p>	<p>Yes</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A – Fees and Charges for Planning</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Paula O’Dumody, Business Performance & Development Manager, 020 8359 4368 paula.o’dumody@barnet.gov.uk</p>

Summary
In accordance with the Council’s Constitution, this report seeks approval for the fees and charges under this Committee’s remit.

Recommendations
1. That the Planning Committee approve the fees and charges set out in Appendix A to this report to be implemented from 1 st April 2018.

1. WHY THIS REPORT IS NEEDED

- 1.1 Fees and charges are considered annually to comply with legislative changes, to take into account inflation (where applicable), the cost of service provision and any new opportunities to improve the service offered to residents and service users. This report presents the proposed fees and charges for the coming year for new services that fall within the remit of this committee. Only new fees and charges are included in this report, any which are not being increased by more than the rate of inflation plus 2% are approved via the delegated powers process instead.
- 1.2 All the fees and charges that require the committee's approval are attached as Appendix A. These fees and charges are in relation to the Planning which is delivered by Re (the council's joint venture company with Capita).
- 1.3 The charges ensure the services remain responsive to customer needs and continue to meet the high standards of performance expected to be delivered by the service.
- 1.4 The statutory planning application fees are expected to be increased in 2018. The statutory fees set by government are separate to the fees listed in Appendix A and have no influence on the provision or cost of these non-statutory services.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The review of fees and charges is good practice and is undertaken annually, to ensure that costs of providing services are being recovered where appropriate. The Council has a duty under the Local Government Act 1999 to make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness.
- 2.2 A new set of planning enforcement fees have been introduced because increased action in the team has brought about demands from customers that we are unable to charge for under the existing regime.
- 2.3 Pre-application and Fast Track fees have been reduced for householders and small businesses, whereas for larger, more complex applications the fees are being increased above the rate of inflation due to the additional time required to interpret the proposal and provide advice.
- 2.4 Other Pre-application and Fast Track fees have been introduced to meet customer demand, for example new charges to enable the provision of fast track services for tree applications.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative is to not approve the new fees and charges but this would mean that we would not be able to offer customer access to new services offered by the proposals in Appendix A.

4. POST DECISION IMPLEMENTATION

- 4.1 If the fees and charges recommended are agreed then these will be submitted with a report to the Policy and Resources Committee for noting, in accordance with constitutional requirements.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The revision of fees and charges contributes to the core principals of Fairness, Responsibility and Opportunity
- 5.1.2 The proposed fees and charges will help the Council to meet the financial challenges that it is facing ensuring cost recovery, contributing to the medium term financial strategy, which will in turn benefit the residents of the Borough.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 Reviewing fees and charges ensures that they are being charged at a correct rate and without a subsidy or excess charge being applied incorrectly. This is good practice and ensures the costs of the services provided are reviewed and accurately charged for on a regular basis.
- 5.2.2 The Financial Regulations in the Council's Constitution requires that all new fees and charges within their remit must be approved by the relevant theme committee. The fees and charges contained within this report are all new charges. They have been reviewed for VAT implications, and comply with appropriate VAT legislation. These new charges, if approved, will also be reported to Policy & Resources Committee for noting.

5.3 Legal and Constitutional References

5.3.1 Local authorities have a variety of powers to charge for specific statutory services set out in statute. The Local Government Act 2003 also provides a power to trade and a power to charge for discretionary services, the latter on a cost recovery basis. Discretionary services are those that a local authority is permitted to provide under statute but is not obliged to do so. The power to charge for discretionary services is not available to local authorities if there is a statutory duty to provide the service or if there is a specific power to charge for it or if there is a prohibition on charging.

5.3.3 Where a local authority has a duty to provide a statutory service free of charge to a certain standard, no charge can be made for delivery to that standard. However a request for delivery above and beyond that standard may constitute a discretionary service for which a charge could be made.

- 5.3.4 There is a variety of legislation permitting charging for different services, some of which set prescribed fees and charges (or the range of charges for a given service), and others which allow discretion based on costs of providing the service.
- 5.3.5 In relation to the Planning charges set out in Appendix A, the cost of pre-application advice or services are not prescribed by legislation and the council has discretion to charge for this service under the Local Government Act 2003, but this must be limited to cost recovery.
- 5.3.6 The Council's constitution Article 7 Committees, Forums, Working Groups and Partnerships details the functions of the Planning Committee which include to consider for approval fees and charges for those areas under the remit of the Committee'
- 5.3.7 The Financial Regulations (Article 17) section of the Constitution sets out that:

4.3.8 For the fees and charges within their remit, theme Committees, Planning Committee and Licensing Committee must approve changes to fees and charges that are above inflation by 2% or more, the introduction of new fees and charges, and changes to fees and charges outside the normal annual cycle.

4.3.9 Changes to fees and charges approved by theme Committees, Planning Committee and Licensing Committee must be reported to Policy and Resources Committee for noting

5.4 Risk Management

- 5.4.1 Introducing new fees and charges always poses an element of risk around the proportionate level of charge when compared to residents' ability to pay. Every effort has been made to manage the charge to an appropriate level and to reflect cost recovery; however some element of reputational risk will remain.

5.5 Equalities and Diversity

- 5.5.1 The Equality Act 2010 sets out the Public Sector Equality Duty which requires public bodies to have due regard to the need to:
- eliminate discrimination, harassment and victimisation and other conduct prohibited by the Act
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it

The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent.

5.5.2 The broad purpose of this duty is to integrate considerations of equality in to day to day business and keep them under review in decision making and the design delivery of services. It is not considered that the fees and charges subject of this report will have an adverse impact on any of the protected groups but the outcomes and impact of these charges will be monitored and measured against current information to ensure that different groups are not adversely affected.

5.6 **Consultation and Engagement**

5.6.1 A forum with planning agents was held on 29th November 2017 where the services provided by the Planning team were discussed, the agents had the opportunity to comment on the charges. The feedback on the services provided and proposed new services was excellent, one agent who regularly uses the pre application and fast track services said the following:
“Thanks a lot for hosting us at Planning Forum. I have to repeat Barnet’s Planning Team is one of the best planning departments in London, this is real pleasure to work with them.”

6. **BACKGROUND PAPERS**

None

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Area	Service	Description of Charge	UNIT	Subject to VAT	(a) Existing charge excluding VAT	(b) Proposed charge excluding VAT	Percentage change from (a) to (b)	Justification for proposed increase	COMMENTS
Planning									
Cancellation of application / Withdrawal									
Re	Planning	Charge made for withdrawal of application post registration prior to consideration by a planning officer	Each	VAT not applicable		25% of application fee	N/A	formalising existing charge	
Enforcement Specific Charges									
Re	Planning	Requests to withdraw an Enforcement Notice	Each	VAT not applicable		£450.00	N/A	New Charge	
Re	Planning	Requests to withdraw an Enforcement Notice – one hour meeting included	Each	VAT not applicable		£529.00	N/A	New Charge	
Re	Planning	Consideration of clauses in a S106 obligation	per hour	VAT not applicable		£357.00	N/A	New Charge	
Re	Planning	Enforcement meeting (at the Head of Development Management's discretion)	per hour	VAT not applicable		£357.00	N/A	New Charge	
Other Planning Costs									
Planning Advice Charges (Pre-Application Advice)									
Re	Planning	Category D Major - 10-24 residential units or 1000m ² -2000m ² commercial floor space	Initial meeting	Yes	£2,730.00	£3,000.00	9.89%	increased due to additional time needed to consider pre-	Description changed from C to D
Re	Planning	Category H Creation of one residential unit in a conservation area / listed building / or with associated complex heritage issues with meeting including Heritage Officer	Initial meeting	Yes		£920.00		New Charge	Introduced to incorporate the added complexity of the request because of heritage/conservatio
Re	Planning	Category i Creation of one residential unit in a conservation area / listed building / or with associated complex heritage issues	Written Advice only, no meeting	Yes		£650.00		New Charge	Introduced to incorporate the added complexity of the request because of heritage/conservatio

Re	Planning	Category L Householder development: Extensions or alterations to a single residential unit with heritage issues	Written Advice only, no meeting	Yes		£180.00		New Charge	Introduced to incorporate the added complexity of the request because of heritage/conservatio
Rates For Officers Giving Specialist Advice & Charges for Subsequent Meetings									
Additional Services									
Re	Planning	Consultation in relation to proposed tree work, with written notes	Base fee + per tree	Yes		£445.5 £50		New Charge	
Fast Track - householder applications									
Re	Planning	Service 3 a - Registration of application within 1 day b - Review of the information submitted with the application within 2 working days of the site visit, if Service 2 accepted, or 7 working days from validation (if Service 2 not accepted) c - Provision of an email setting out any required changes to the application or confirming support/refusal of the application.		Yes	£255.00	£305.00	19.61%	Increased due to time and resource required to respond to the service request is higher than originally scoped	Description changed
Re	Planning	Service 4 a - Registration of application within 1 day b - Consultation of neighbours within 1 working day c - Provision of an officers recommendation within 1 working day following on from the end of the consultation period (28 days)		Yes		£650.00	N/A	New Charge	
Re	Planning	Service 5 - Tree Works a- Registration of application within 24 hours b - Consultation of neighbouring properties within 24 hours. c - Provision of an officer's recommendation within 5 weeks of validation		Yes		£373.00	N/A	New Charge	New services introduced for tree works, in response to customer demand
Re	Planning	Service 6 - Tree Works Visit to site within 5 working days of registration		Yes		£107.00	N/A	New Charge	New services introduced for tree works, in response to customer demand

Re	Planning	Service 7 - Tree Works a- Registration of application within 1 day b - Review of the information submitted with the application within 2 working days of the site visit, if Service 1b accepted, or 7 working days from the validation (if Service 1b not accepted) c - Provision of an email setting out any required changes to the application or confirming support/refusal of the application.		Yes		£305.00	N/A	New Charge	New services introduced for tree works, in response to customer demand
Fast Track - Large Minor Applications and Variation of Conditions 5 - 9 residential units / 1000m2 - 1999m2									
Re	Planning	Service 20 a - Registration of valid application within 1 working day of receipt b - Consultation of neighbouring properties within 24 hours		Yes	£255.00	£305.00	19.61%	Increased due to time and resource required to respond to the service request is higher than originally scoped. The cost for smaller developments has decreased by a similar	Description changed
Re	Planning	Service 21 - only available if service 21 is taken a - Review of the information submitted within 5 working days from the validation of the application b - Provision of an email setting out any required changes to the application or confirming support/refusal of the application.		Yes	£357.00	£425.00	19.05%		Description changed
Re	Planning	Service 23 Provision of an officer's recommendation within 5 weeks of validation		Yes	£255.00	£305.00	19.61%		Description changed
Fast Track - Pre-Application advice Categories G and J									
Re	Planning	Service 30 Provision of written notes within 6 working days of meeting		Yes	£51.00	£55.00	7.84%	n/a	Description changed
Re	Planning	Service 32 Provision of written notes within 6 working days of request (when no meeting is required)		Yes	£100.00	£107.00	7.00%	P&R - Planning Fast track	Description changed

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On 22nd June 2017 members refused planning permission for the redevelopment of North London Business Park under Planning Reference 15/07932/OUT for the following reason:

'The proposed development, by virtue of its excessive height, scale and massing would represent an over development of the site resulting in a discordant and visually obtrusive form of development that would fail to respect its local context and the pattern of development in its context, to such an extent that it would be detrimental to the character and appearance of the area. The proposal would therefore not constitute a sustainable form of development and would be contrary to policies CS NPPF, CS5, DM01 and DM05 of the Barnet Local Plan Core Strategy and Development Management Policies (September 2012), policies 3.4, 7.4, 7.6 and 7.7 of the London Plan (July 2011, October 2013 and January 2014).'

The above recommendation was subject to referral back to the GLA. The GLA subsequently advised that they did not want to call in the application and were happy for the decision to be made in accordance with the Committee resolution. A Planning Refusal Notice was subsequently issued on the 18th September 2017.

The Planning Inspectorate have recently written to Barnet Council to advise that the applicant has submitted an Appeal on the 22nd November 2017. The applicant requested that the appeal is dealt with by means of a Public Inquiry. The inspectorate have subsequently advised that they agree that the appeal should proceed on this basis.

We are awaiting a date for the Public Inquiry. However members are advised that this is unlikely to take place until late 2018. Cllr Greenspan was nominated to represent the Committee at any future appeal.

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PLANNING COMMITTEE

14 December 2017

AGENDA ITEM 13

ADDENDUM TO THE OFFICER'S REPORT

17/6051/FUL

Registry Office, 182 Burnt Oak Broadway, Edgware HA8 0AU

Pages 13-43

Additional information:

Consultation responses have been received from the Council's Greenspaces Partnership and Development Manager and Tree Officer.

The Greenspaces Manager has calculated a sum of £4,355 to contribute towards provision of off-site amenity space, to make up the short fall of 67 sq.m. for the development.

The Tree Officer is satisfied that the car parking layout will protect the prominent yew tree at the site and an ash tree in the south-western corner of the site. A second ash that is identified for retention, which would be close the south-western corner of the building, may need to be pruned to allow construction and to ensure adequate light for future occupiers. As already noted in the main report, a number of other trees would be lost in the site. The Tree Officer has recommended replacement outside the site, and on the basis of replacement costs for seven trees an appropriate sum has been calculated as £4200 (£600 per tree for street planting).

A further consultation response is still awaited from Historic England in regard to archaeology at the site. It is considered unlikely that any issue will be identified that could not be dealt with by the condition recommended in the main report; in the event that this proves not to be the case the actions set out in Recommendation I (ii) would be followed (this part of the recommendation below remains the same as in the Committee report).

In accordance with the above, the recommendation is amended as follows:

RECOMMENDATION I:

- (i) Subject to no substantive issues being raised by Historic England, to approve following completion of a Section 106 legal agreement and the conditions listed below; and
- (ii) the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

RECOMMENDATION II:

The applicant and any other person having a requisite interest in the site be invited to enter into a section 106 Agreement to secure the following:

1. The Council's legal and professional costs of preparing the Agreement and any other enabling agreements.
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.
3. Provision of a minimum of 40% of the housing to be provided as affordable rental units in perpetuity, (the proportion to be provided to be calculated in terms of habitable room numbers in accordance with Local Plan policy DM10).
4. Provision of monitoring costs for a travel plan.
5. Other than for registered disabled drivers, a restriction shall be placed on residents of the approved from eligibility to obtaining resident and visitor parking permits for the East Finchley Controlled Parking Zone.
6. Meeting the costs of providing appropriate public amenity space improvements within the locality of the site (£4355 towards off-site amenity space at Watling Park and / or Silk Stream Park, and £4200 for tree planting within the vicinity of the site to contribute to the wider setting of the development).
7. Meeting the Council's costs of monitoring the planning obligation - £2000.

17/5329/FUL

St James Catholic High School

Pages 43-84

Add following Conditions:

29. Prior to the commencement of development of the access, a detailed drawing of the “drop off” access arrangement with vehicular entrance from public highway shall be submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until the proposed one way operation has been implemented and signed in accordance the approved details. The access thereafter shall only be used 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.

30. The vehicular access shall allow for 2.4 metre by 2.4 metre pedestrian visibility splays to the left and to the right of the access from 2m setback from the back of footway and shall thereafter be maintained free of any visibility obstructions including Fencing of planting of shrubs to provide clear visibility between heights of 0.6 metre and 1 metre above the level of the adjoining highway.

Reason: 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.

31. Notwithstanding the plans submitted, prior to occupation of the development details of the gradient for the pedestrian access ramp leading to the building entrance shall be submitted to and approved in writing by the Local Planning Authority. The ramp gradient preferably should be 5% (1:20) but in any case should not exceed 8% (1:12). The development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved details.

Reason: In the interests of 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.

32. Prior to the occupation of development (including demolition, site clearance and ground works), a Stage 1 and Stage 2 Road Safety Audit shall be undertaken in relation to the [Great Strand, Grahame Park Way, Corner Mead]. The results of the audit shall be submitted to and approved in writing by the Local Planning Authority. Any necessary works identified within the audit shall thereafter be fully implemented prior to the first occupation of any part of the development.

Reason: 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.

33. Prior to commencement of any works to the public highway a Condition Survey of the existing public highway shall be undertaken and the result submitted to the Local Planning Authority. Within one month of the construction work ceasing a second road condition work shall be undertaken and the results submitted to the Local Planning Authority. Thereafter, any damage to the public highway identified by the two condition surveys shall be rectified by the applicant in agreement with the Highway Authority within one year of the development being constructed.

Reason: 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.

Add following informatives:

If the development is carried out it will be necessary for a vehicular crossover to be constructed over the footway by the Highway Authority at the applicant's expense. An application will need to be submitted to the Highways Authority for the works on public highway. An estimate for this work can

be obtained from the Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

17. To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk or nrswa@barnet.gov.uk at least 10 days prior to commencement of the development works.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

18. If a concrete pump lorry is operated from the public highway, the surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.

19. The applicant is advised that any alteration to the public highway (including pavement) will require prior consent of the local highways authority. You may obtain an estimate for this work from Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

20. The applicant should apply for a Habitual Crossing License for construction vehicles to use the existing crossover. An application for this license could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

21. The applicant is advised that due to the large number of schools and school children in the area that site deliveries during the construction period should not take place between 0800 hrs to 0900hrs and 1500 hrs to 1600 hrs. 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.

22. The applicant is advised to take into account locations of any schools in the proximity of the proposed development that may be affected by the proposed development and the applicant shall ensure that construction related traffic and or deliveries shall be avoided during the school drop off and pickup times. The applicant may need to liaise with the affected school to ensure that measures are in place to ensure pedestrian safety.

23. Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled 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.

24. The applicant advised that if the development is carried out, where possible, the applicant should seek to improve the existing pedestrian visibility splays at either side of the vehicular crossover in accordance with Manual for Streets (MfS).

25. The applicant is advised that if the development is carried out, only low level planting or landscaping (Below 0.6m in height) shall be provided at the entrance to the development to ensure that the visibility splays on either side of the access for the vehicles emerging from the development are kept clear of any obstruction which is likely to have a detrimental impact on highway and pedestrian safety.

17/5522/FUL

Salvation Army Hall, Albert Road, Barnet, EN4 9SH

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**Amendment to sub-section 'Car Parking and Cycle Parking'*

The Highways Officer has commented that while the provision of on-site cycle storage is acceptable, a lower ratio of car parking is proposed at Building J. The applicant has stated that given the constraints of the site and the wish to provide further affordable housing units, it has not been possible to provide the complete number of parking spaces required specifically on site at Building J. However if a holistic approach is applied the car parking provision is compliant with policy.

Officers consider that as the application is a drop-in application and previously the parking at Building J itself was only acceptable owing to the fact that site wide parking provisions would comply overall, the same assessment should be applied in this case. As such, it is recognised that 390 residential car parking spaces (plus a further 6 visitor car parking spaces) are proposed across the Victoria Redevelopment Area. These would serve 371 total residential units. Under the previous approval (16/7601/FUL) the resulting ration was 1:10. With the additional 14 units the resulting ratio would be 1.07. Thereby ensuring that 1 car parking space is provided per new home across the Victoria Redevelopment Area.

The Highways Officer has commented that this revision to parking is minor and would not result in significantly greater pressure on the highways provisions in the area. This is specifically in light of the site's proximity of the train station and town centre with associated shops and services, the good PTAL rating of and the mix of units proposed. 1:1 car parking provision is considered to be in accordance with Policy 6.13 in the London Plan (2016) and Policy DM17.

Brownfield Land Register

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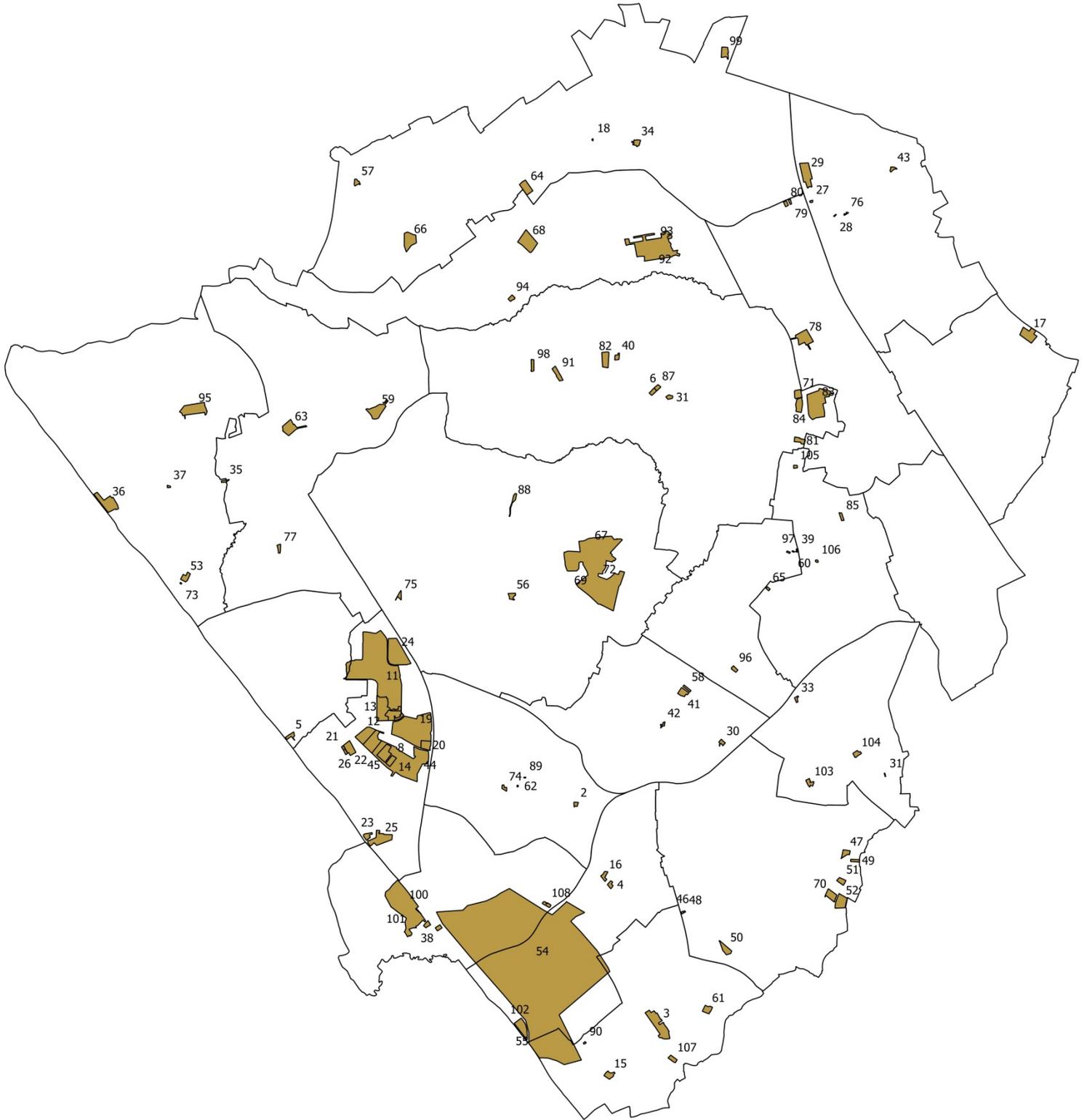
Number	Site Name Address	Ward
1	Sir Thomas Lipton Memorial Hospital Osidge, 151 Chase Side, Southgate, London, N14 5HE	Brunswick Park
2	Imperial House, The Hyde, London, NW9 5AL	Burnt Oak
3	Granville Road Estate, Granville Road, Childs Hill London, NW2	Childs Hill
4	112-132 Cricklewood Lane, London, NW2 2DP	Childs Hill
5	Church Walk House, Church Walk, London, NW2 2TJ	Childs Hill
6	114 - 120 West Heath Road, London, NW3 7TX	Childs Hill
7	220 The Vale, London, NW11 8SR	Childs Hill
8	Blocks C5 To C12, Beaufort Park (Land At Former Raf East Camp Site), Aerodrome Road/ Grahame Park Way, Hendon, London, NW9	Colindale
9	Buildings D3 To D8, Beaufort Park, Aerodrome Road, Colindale, NW9	Colindale
10	C7-C8A Beaufort Park, Land At Former RAF East Camp, Aerodrome Road/ Grahame Parkway, Hendon, London, NW9	Colindale

11	Grahame Park Estate - Bounded By Lanacre Avenue To The West, Grahame Park Way To The South And Field Mead To The North London NW9	Colindale
12	Phase 1B, Grahame Park Estate, Colindale, London NW9	Colindale
13	Development Plot B6 (Grahame Park Estate Regeneration), Lanacre Avenue, Colindale, NW9	Colindale
14	Peel Centre, Peel Drive, Colindale, London, NW9 5JE	Colindale
15	Blocks T And U, Peel Centre, Peel Drive, Colindale, London, NW9 5JE	Colindale
16	Blocks P and Q, Peel Centre, Aerodrome Road, London, NW9 5JE	Colindale
17	Blocks H, J, K and M, Colindale Gardens (Formerly Peel Centre), Aerodrome Road, Colindale, London, NW9 5JE	Colindale
18	Phases 2A, 2B and 2C, Colindale Gardens (Former Peel Centre), Aerodrome Road, London, NW9	Colindale
19	Former Raf East Camp Site, Aerodrome Road, Grahame Park Way, London NW9	Colindale
20	Former Raf East Camp, Hendon, NW9 - Block E	Colindale
21	Unit 1 & 2, Colindale Business Centre, 126 Colindale Avenue, London, NW9 5HD	Colindale
22	British Library Newspapers, 130 Colindale Avenue, London, NW9 5HE	Colindale
23	Hyde House, Rushgrove Avenue, London, NW9 6LH	Colindale
24	Barnet And Southgate College, Grahame Park Way, Colindale, NW9 5RA	Colindale
25	Homebase, Rookery Way, London, NW9 6S	Colindale
26	126 Colindale Avenue, London, NW9 5HD	Colindale
27	11-13 Approach Road, Barnet, Herts, EN4 8FG	East Barnet
28	142 East Barnet Road, Barnet, Herts, EN4 8RD	East Barnet
29	Land Formerly Known As British Gas Works Albert Road, East Barnet	East Barnet
30	Land Adjacent To 106 -128 Mount Pleasant And 27-37, Langford Road, Barnet, EN4 9HG	East Barnet
31	181 Victoria Road, Barnet, EN4 9PA	East Barnet
32	16 Fortis Green, London, N2 9EL	East Finchley
33	41 Wilmot Close, London, N2 8HP	East Finchley
34	Elmshurst Crescent Garages, Land Adjacent To 90-100 Elmshurst Crescent And 35, Pulham Avenue, London, N2 0LR	East Finchley
35	Land Adj To 1 - 12 Norfolk Close, London, N2 8ET	East Finchley
36	Character zones 3 and 8, Stonegrove And Spur Road Estate, Edgware, Middx, HA8 8BT	Edgware
37	2 Ashcombe Gardens, Edgware, Middx, HA8 8HS	Edgware
38	42-46 Station Road, Edgware, Middlesex, HA8 7ZZ	Edgware
39	Land At Broadfields Primary School, Roseberry Drive, Edgware, HA8 8JP	Edgware

40	102-124 Station Road And Car Park To Rear, Edgware, Middlesex, HA8 7BJ	Edgware
41	80 The Grove, Edgware, HA8 9QB	Edgware
42	239 Regents Park Road, London, N3 3LF	Finchley Church End
43	Dove House, Gadd House And Cooper House, Arcadia Avenue, London, N3 2JU	Finchley Church End
44	Garages At Basing Way, Land Between 98-108 And 182-192 Basing Way, London, N3 3BP	Finchley Church End
45	298 - 304 Regents Park Road, London, N3 2SZ	Finchley Church End
46	698 Finchley Road, London, NW11 7NE	Garden Suburb
47	Sunningdale, 38 The Bishops Avenue, London, N2 0BA	Garden Suburb
48	R/O 698 Finchley Road, London, NW11 7NE	Garden Suburb
49	Eastwood, 41 The Bishops Avenue, London, N2 0BN	Garden Suburb
50	Chandos Lawn Tennis Club, Chandos Way, Wellgarth Road, London, NW11 7HP	Garden Suburb
51	Dryades, The Bishops Avenue, London, N2 0BA	Garden Suburb
52	The Towers, The Bishops Avenue And 1-5 Arden Court Gardens, London, N2 0BJ	Garden Suburb
53	Hammerson House, 50A The Bishops Avenue, London, N2 0BE	Garden Suburb
54	Brent Cross Cricklewood Regeneration Area North West London NW2	Golders Green
55	Former Parcel Force Depot, Geron Way, London, NW2	Golders Green
56	Land Off Brent Terrace, London, NW2, (The Brent Terrace Triangles)	Golders Green
57	Melvin Hall, Golders Green Road, London, NW11 9QB	Golders Green
58	290-294 Golders Green Road, London, NW11 9PY	Golders Green
59	The Barn, Nan Clarks Lane, London, NW7 4HH	Hale
60	Land Adjacent Northway And Fairway Primary School, The Fairway, Mill Hill, London, NW7 3HS	Hale
61	The Vicarage, Deans Lane, Edgware, HA8 9NT	Hale
62	71-73 Church Road, London, NW4 4DP	Hendon
63	Spectrum House, Hillview Gardens, London, NW4 2JR	Hendon
64	Ella And Ridley Jacob House And Sam Beckman Centre, 19 - 25, Church Road And 29 Babington Road, London, NW4 4EB	Hendon
65	Craymere Cottage And Fordfield Cottage, 9-11 Parson Street, London, NW4 1QE	Hendon

66	Arkley Reservoir, Rowley Green Road, Barnet, Herts	High Barnet
67	Dolphin Manor, 105 Camlet Way, Barnet, EN4 0NJ	High Barnet
68	Elmbank, Barnet Road, Barnet, EN5 3HD	High Barnet
69	Rowley Lane Sports Ground, Rowley Lane, Barnet, EN5 3HW	High Barnet
70	Brake Shear House, 164 High Street, Barnet, EN5 5XP	High Barnet
71	Site Of Former 7, Alston Road, Barnet, EN5 4ET	High Barnet
72	Inglis Barracks, Mill Hill, London, NW7 1PX	Mill Hill
73	Phase 4A, Milbrook Park (Former Inglis Barracks), Mill Hill East, London, NW7 1PX	Mill Hill
74	Milbrook Park, Mill Hill, London, NW7 1SJ	Mill Hill
75	551 Watford Way, London, NW7 2PU	Mill Hill
76	Land At Moreton Close, Mill Hill, London, NW7 2PH	Mill Hill
77	St Vincents Farm Cottage, The Ridgeway, London, NW7 1EL	Mill Hill
78	Land Off High Road/Chandos Avenue, London N20 And Bretheren Meeting Hall & Well Grove School, Well Grove, London N20	Oakleigh
79	Groupama House, 17 Station Road, Barnet, Herts, EN5 1PG	Oakleigh
80	Castle House, 21-23 Station Road, Barnet, Herts, EN5 1PH	Oakleigh
81	1060A-1072 High Road, London, N20 0QP	Oakleigh
82	Reculver, 63 Totteridge Village, London, N20 8AG	Totteridge
83	Land Between Sweets Way And Oakleigh Road North, London, N20	Totteridge
84	1201 High Road, London, N20 0PD	Totteridge
85	Southern Lea, Wykeham Rise, London, N20 8AJ	Totteridge
86	Copped Close, 15 Totteridge Village, London, N20 8PN	Totteridge
87	Barnet House, 1255 High Road, London, N20 0EJ	Totteridge
88	Copped Close, 15 Totteridge Village, London, N20 8PN	Totteridge
89	Burnhams, 25 Totteridge Common, London, N20 8LR	Totteridge
90	Whitewalls, Totteridge Green, London, N20 8PE	Totteridge
91	Ridge Lodge, 30 Totteridge Common, London, N20 8NE	Totteridge
92	Dollis Valley Estate, Including Former Barnet Hill School, Barnet South Community Association Hall And 131-135 Mays Lane, Barnet, EN5	Underhill
93	Phase 2, Dollis Valley Estate, Barnet, Herts, EN5	Underhill
94	Vale Farm, Mays Lane, Barnet, EN5 2AQ	Underhill
95	Land Adjacent To Whitings Hill Primary School, Whitings Road, Barnet, EN5 2QY	Underhill
96	Berkeley Court, Vines Avenue, London, N3 2QE	West

		Finchley
97	319 Ballards Lane, London, N12 8LY	West Finchley
98	354 Ballards Lane, London, N12 0EH	West Finchley
99	Apex House, Grand Arcade, London, N12 0EH	West Finchley
100	West Hendon Estate, West Hendon, London NW9	West Hendon
101	Phase 3B and 3C, West Hendon Estate, West Hendon, London, NW9	West Hendon
102	117 - 125 West Hendon Broadway, London, NW9 7BP	West Hendon
103	110 - 124 West Hendon Broadway, London, NW9 7AA	West Hendon
104	1,3,4 And 5 The Exchange, Brent Cross Gardens, London, NW4 3RJ	West Hendon
105	Britannia House, 958-964 High Road, London, N12 9RY	Woodhouse
106	1ST Floor , Churchfield House, 45-51 Woodhouse Road, London, N12 9ET	Woodhouse
107	75 Torrington Park, London, N12 9PN	Woodhouse
108	242 - 246 Ballards Lane, London, N12 0EP	Woodhouse



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By virtue of paragraph(s) 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

AGENDA ITEM 16

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