

LOCATION: Former Chandos Lodge, Broadhead Strand, London, NW9 5PY

REFERENCE: H/03826/13 **Received:** 23 August 2013
Accepted: 23 August 2013
WARD: Colindale **Expiry:** 22 November 2013
Site Visit: 04 September 2013

APPLICANT: Catalyst Housing Limited

PROPOSAL: Erection of 1no. 3 storey building to facilitate 11no. self-contained flats and erection of 4no. 3 storey dwelling houses, including 15no. car parking spaces, landscaping, refuse and cycle store.

RECOMMENDATION: APPROVE SUBJECT TO SECTION 106 AGREEMENT

RECOMMENDATION I:

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

- 1 Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
- 2 All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- 3 **Affordable Housing (units)** **£0.00**
Provision of 6 affordable housing units on the site.
- 4 **Monitoring of the Agreement** **£500.00**
Contribution towards the Council's costs in monitoring the obligations of the agreement.

RECOMMENDATION II:

That upon completion of the agreement the Acting Assistant Director of Planning and Development Management approve the planning application reference: H/03826/13 under delegated powers subject to the following conditions: -

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Design and Access Statement, 637_PL_004 Rev C, 637_PL_002 Rev C, 637_PL_003 Rev C, 637_PL_005 Rev C, 637_PL_007 Rev C, 637_PL_001 Rev A, 637_PL_006 Rev A, 637_PL_008 Rev A.

Reason:

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

plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

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

Reason:

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

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

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

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

This shall include 1:20 details of balconies, window/brick reveals, roof fascias, and recessed elements between dwellings.

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

Reason:

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

5. Before the permitted development is occupied details of refuse/recycle management that includes: refuse/recycle collection arrangements, swept paths of the vehicle(s) doing the collection, agreed points of collections, shall be submitted to and agreed by the Local Planning Authority. Also, indemnity agreement must be signed by the developer to indemnify the Council and its contractors against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.

Reason:

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

6. Before the development hereby permitted is brought into use or occupied the site shall be enclosed except at the permitted points of access in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:

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

7. The development hereby permitted shall not commence until a parking management plan is approved that includes, minor adjustments to the parking layout; provide details about accommodating visitors/servicing, allocations of the parking spaces per units, controlling and monitoring of the parking areas, including enforcement by non-correct use of parking areas, submit a drawing for approval showing the EVC points including the monitoring the usage and converting the passive to active. All standard and disabled car parking spaces to be provided and for use only in connection with this site and maintained in good order thereafter.

Reason:

To ensure safe access to and from the development and protect the amenity of the area and conform 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. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

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

9. Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given

those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
- a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

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

- c. 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

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 policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

10. Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason:

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A, B, C, D or E of Part 1 to Schedule 2 of that Order shall be carried out within the area of Former Chandos Lodge, Broadhead Strand hereby approved.

Reason:

To safeguard the amenities of neighbouring occupiers and the general locality in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012).

12. The dwelling(s) shall achieve a Code Level 4 in accordance with the Code for Sustainable Homes Technical Guide (October 2008) (or such national measure of sustainability for house design that replaces that scheme). No dwelling shall be occupied until a Final Code Certificate has been issued certifying that Code Level 4 has been achieved and this certificate has been submitted to and approved by the local planning authority.

Reason:

To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007) and policies 5.2 and 5.3 of the London Plan (2011).

13. Before the development hereby permitted is occupied the parking spaces/garages shown on Plan 637_PL_002 Rev C shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason:

To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with policies DM17 of the Adopted Barnet Development Management Policies DPD (2012) and 6.1, 6.2 and 6.3 of the London Plan 2011.

14. The development shall not be occupied until cycle parking facilities have been provided in accordance with the detailed drawings and any additional provision to be made following monitoring of the use to be submitted and approved in writing by the Local Planning Authority. All cycle spaces provided shall be permanently retained thereafter.

Reason:

In the interests of promoting cycling as a mode of transport and in the interests 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

15. Prior to commencement of the proposed development, a Construction Management Plan, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented

in accordance with the approved Construction Management Plan and shall include, but not be limited to the following information:

- using operators committed to best practice
- agree traffic routes associated with the demolition phase, as well as show the access and egress arrangements within the site;
- details of how access point(s) and site in general will be kept safe, and maintained, whilst taking into consideration other users in the vicinity
- demolition work should be co-ordinated and planned in advance. To include information, such as: timings of the activities, likely frequency of the construction vehicles to/and from the site. Due to site location, associated activities with this proposal that are likely to affect Highways to be consulted with Highways Authority and agreed in advance.
- booking systems associated with demolition activities should be in place, co-ordination with various sub-contractors is required and re-timing of trips in case of non-compliance.
- details about the site preparation during all stages of the demolition, showing secure street loading and drop-off facilities, if applicable.
- details of interim car parking management arrangements for the duration of demolition/construction; include predicted maximum demand show/or confirm that the parking area designated can accommodate the demand. To include, how many personnel/contractors will be arriving by mode of transport, for example, car- sharing, public transport etc.
- details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site facilities and materials;
- details showing how vehicles associated with the demolition works are washed and cleaned to prevent the passage to mud and dirt onto the adopted 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;

Reason:

To ensure that, the proposed demolition is not implemented to the prejudice of the occupiers to the adjoining residential properties or other road users. Also, in the interests 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

16. All new residential dwellings within the development hereby approved shall be constructed to meet and achieve the 'Lifetime Homes' standard.

Reason:

To ensure the development meets the needs of its future occupiers and to comply with the requirements of policy DM02 of the Adopted Barnet Development Management Policies DPD (2012) and policies 3.8 and 7.2 of the London Plan 2011.

17. Before the development hereby permitted commences details of the location within the development and specification of the 2 units to be constructed to be either wheelchair accessible or easily adaptable for residents who are wheelchair users shall be submitted to and approved in writing by the Local Planning Authority. The specification provided for the 2 units shall demonstrate how the units will be constructed to be either wheelchair accessible or easily adaptable for residents who are wheelchair users. The development shall be implemented in full accordance with the details as approved prior to the occupation of the development.

Reason:

To ensure that the development is accessible for all members of the community and to comply with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012) and policies 3.8 and 7.2 of the London Plan 2011.

18. Prior to the first occupation of the development a scheme detailing at least 86 square metres of play equipment to be installed in the communal amenity space on plan 637_PL_003 Rev C shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the development.

Reason:

To ensure that the development represents high quality design and to accord with policies CS7 of the Core Strategy and DM02 of the Development Management DPD and policy 3.6 of the London Plan 2011.

19. Prior to the development being occupied the proposed measures outlined in the applicant's energy strategy shall be implemented in accordance with this document and maintained thereafter.

Reason:

To ensure that the scheme complies with policy 5.2 of Mayor's London Plan 2011.

20. Before the development hereby permitted commenced, details of Sustainable Urban Drainage Systems shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with these details and shall be permanently maintained thereafter.

Reason:

To ensure that the development has an acceptable environmental impact in accordance with policy DM04 of the Adopted Development Management Policies 2012.

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

Reason:

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

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

Reason:

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

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

Reason:

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

INFORMATIVE(S):

1.
 - i) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.
 - ii) In this case, formal pre-application advice was sought prior to submission of the application.
2. 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 £20,650 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 £79,650 payment under Barnet CIL.

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

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

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

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

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

- 3 The additional plans accompanying this application are: Preliminary Code for Sustainable Homes Assessment, Daylight and Sunlight Report, Energy Strategy, Arboricultural Statement, Transport Statement, Planning Statement.

RECOMMENDATION III

That if an agreement has not been completed by 22/11/2013, that unless otherwise agreed in writing, the Assistant Director of Planning and Development Management should REFUSE the application H/03826/13 under delegated powers for the following reason/s:

1. The development makes no provision for affordable housing, which would be contrary to Policy DM10 of the Adopted Barnet Development Management Policies 2012.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

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

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

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

The Mayor's London Plan July 2011

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

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

The Mayor's Housing Supplementary Planning Guidance (November 2012) provides guidance on how to implement the housing policies in the London Plan.

Policies 2.14, 3.10, 3.11, 3.12, 3.13, 5.2, 5.3, 7.4, 7.6

2. PLANNING APPRAISAL

Site Description and Surroundings:

The site is a vacant plot of land on the north side of Broadhead Strand.

The site is located within the Grahame Park Regeneration Area.

Proposal:

The proposals are for the erection of 1no. 3 storey building to facilitate 11no. self-contained flats and erection of 4no. 3 storey dwelling houses, including 15no. car parking spaces, landscaping, refuse and cycle store.

Planning Considerations:

The site is located within the wider Grahame Park Regeneration Area however has been submitted as a separate 'drop in' planning application. Regeneration officers have been consulted and consider that the scheme would fit acceptably with the most up to date plans.

Policy Context

Policy DM10 states that having regard to the borough-wide target that 40% of housing provision should be affordable, the maximum reasonable amount of affordable

housing will be required on site, subject to viability, from all new sites providing 10 or more units gross or covering an area of 0.4 hectares or more.

The main issues are considered to be:

- Whether the proposals would have an acceptable impact on the character and appearance of the streetscene and general locality
- Whether the proposals would harm the amenities of neighbouring occupiers
- Whether the proposals would provide an acceptable level of amenity for future occupiers
- Whether the proposals would make satisfactory provision towards affordable housing
- Whether the proposals would have an acceptable impact on highway and pedestrian safety.
- Whether the proposals would be acceptable in sustainability terms

Whether the proposals would have an acceptable impact on the character and appearance of the streetscene and general locality

The scheme has been designed to respond to the ongoing regeneration of the Grahame Park Regeneration Area.

The scheme would take reference from the approved scheme at Phase 1 which is somewhat similar in concept.

Further details would be secured through condition, including details of brick reveals, gaps between buildings, materials, detailing and balconies.

It is considered that the proposals would provide a high quality design, having a positive impact on the appearance of the local area.

Whether the proposals would harm the amenities of neighbouring occupiers

The proposals would comply with the 21m distance to neighbouring windows with the exception of the rear window of plot 1, however given that this would be 20m and is not direct, it is not considered that this would harmfully impact neighbouring privacy.

It is considered that the proposals would not harmfully impact the visual or residential amenities of neighbouring occupiers.

Whether the proposals would provide an acceptable level of amenity for future occupiers

Amendments have been made to the scheme so that overlooking between the units is reduced by orientating windows on the north elevation away from the neighbouring units.

Refuse storage would be provided through external compounds.

The proposed units would provide the following amenity space:

House 1 - 56.25 square metres

House 2- 55 square metres

House 3 - 62.4 square metres

House 4 - 72.96 square metres

A communal area of 251.25 square metres for the flats.

The proposed would comply with the Councils amenity space standards within the Supplementary Planning Document on Sustainable Design and Construction.

Houses 1-4 110 square metres

Flat 5 75 square metres

Flat 6 76 square metres

Flat 7 72 square metres

Flat 8 74 square metres

Flat 9 80 square metres

Flat 10 51 square metres

Flat 11 75 square metres

Flat 12 74 square metres

Flat 13 80 square metres

Flat 14 51 square metres

Flat15 75 square metres

The proposed unit sizes would comply with the Mayors London Plan.

Whether the proposals would make satisfactory provision towards affordable housing

The applicant has agreed to provide 40% affordable housing on site through a section 106 agreement. This would satisfy the requirements of policy DM10. The proposals would be policy compliant in that they would provide a satisfactory amount of affordable housing.

Whether the proposals would have an acceptable impact on highway and pedestrian safety.

PTAL (Public Transport Accessibility Level) rating is 1a calculated at a point where site access road is proposed. PTAL range is from 1 to 6, where 6 represent a high level of accessibility and 1 represents the lowest level of accessibility.

The bus route 303 operating nearby with the closest bus stop on the Grahame Park Way/RAF museum.

The nearest underground station is Colindale but it is not included in PTAL calculations since is considered not within easy walking distance.

In addition, Mill Hill Broadway rail station is approximately 2.2 kilometres away from this site, a walking distance that can be reached with 24 minutes. Even though this distance is beyond what is considered recommended walking distance, bus routes can contribute to shorten this journey. This station provides links to the First Capital Connect network.

Since, PTAL calculations do not take into consideration the possibility of the 'linked trips', meaning changing from one mode of transport to another, public transport accessibility level for this location is considered to be adequate.

The number of total parking proposed is 15 with new access created off Broadhead Strand.

Two of the proposed parking spaces have been designed for disabled users.

The provision for the disabled users is in accordance with wheelchair accessible units and as such it is considered acceptable.

The proposed car parking provision for a new development complies with the London Plan and although a restraint based approach is encouraged the applicant must provide reassurance and justification that any overspill parking will not unduly affect the free flow of traffic and operation of bus routes nearby nor that the residential parking is unduly effected. Since the number of units with this proposal is considered relatively low this proposal is not expected to greatly impact the free flow of traffic.

Taking into consideration all of the above, in terms of car parking provision this proposal is considered acceptable.

In accordance with The London Plan, the applicant will need to include 20% of the overall parking spaces with Electric Vehicle Changing point (EVCP) active and 20 % passive.

The Highway Authority (HA) must consider safety and needs of all road users and recommendations given in response to this proposal are made having taken into consideration all of the above and the part related to car parking provision /layout is considered acceptable.

A new vehicular access is proposed to be created from Broadhead Strand. The existing Broadhead Strand is shown on the proposed drawings as a road 5.6 meters wide with turning head at the end. The refuse/ recycle vehicles use this area to service the existing properties.

A new access road is proposed to be 4.6 meters wide. This road access only accommodates the parking for this development and provides direct link to the highways network.

In the transport statement there is a section about trip generation expected as a result of this proposal. The consultant used the TRAVL database with similar PTAL sites to predict the trip rates. In total 4 sites were chosen that differ in PTAL ratings from 1 to 3. The average of the trip rates was used and divided into trip rates for the morning and afternoon peak time were assumed. The total trips generated by this proposed development was 16 in the morning peak and 13 in the afternoon peak.

It is considered that the trip generations for such a minor development is likely to contribute but not cause major contribution to the saturation of the nearby junctions therefore further justification on the mitigation measures was not required.

Cycle storage shall be provided in accordance with the London Plan.

The LBB's guidance notes "Information for developers and architects – provision of domestic and organic waste collection services, and recycling facilities" includes details on refuse bin sizes recommended for new developments and provisions required for recycling. The walking distance from the kerb to the location of the bins is recommended to be less than 10m.

Refuse vehicles will require regular access to accommodate users residing on the site.

The submitted swept path drawing for refuse and recycle vehicles with reference: 29076/001/001 was included in the transport statement. It shows that the refuse/recycle vehicles reversing IN from the existing hammerhead and managing the collection. The new road must be constructed to withstand the max load for these vehicles.

The residents (or the management company) will have to agree with refuse /recycle service providers a point of collection where pick up will be done for all units including the houses. The point chosen should ensure that the crew do not walk more than the recommended distance of 10 meters.

Due to the size and the location of this development it is considered a Construction Management Plan (CMP) is required. The CMP must be submitted to and approved by the local planning authority, prior to commencement of any works.

The proposals are considered acceptable in highways terms.

Whether the proposals would be acceptable in sustainability terms

In accordance with the Mayors London Plan, the scheme would need to meet level 4 of the Code for Sustainable Homes.

The scheme would need to comply with policy 5.2 of the Mayors London Plan. The energy strategy accompanying the application advises that 'A feasibility study of the currently available low and zero carbon technologies has been undertaken, with photovoltaic panels proposed for the development at roof level, to generate electricity for the site. It has been estimated that the proposed photovoltaic systems would reduce the annual carbon dioxide emissions of the site by 5,469 kgCO₂, which equates to a reduction of 26.0%. The incorporation of the photovoltaic panels equates to a minimum reduction of 26.0% against the TER 2010 for the scheme, which exceeds the 25% improvement requirement under the London Plan 2011.'

The scheme would comply with London Plan policy 5.2 in that it would exceed the 25% improvement in carbon dioxide emissions required under the London Plan 2011

3. COMMENTS ON GROUNDS OF OBJECTIONS

Generally addressed in main report.

Through road should be constructed first - *The scheme has been considered in the context of the wider regeneration scheme and is considered acceptable.*

Loss of trees - *This is noted (Though the large tree on the corner of the site will remain), however replacement trees are to be provided.*

Lack of play area for children - *Whilst a specific play area has not been provided, there is sufficient space to provide amenity space for the development and play space in accordance with the London Plan.*

Construction noise - *This is not reason to refuse the application.*

4. EQUALITIES AND DIVERSITY ISSUES

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

5. SECTION 106 ISSUES

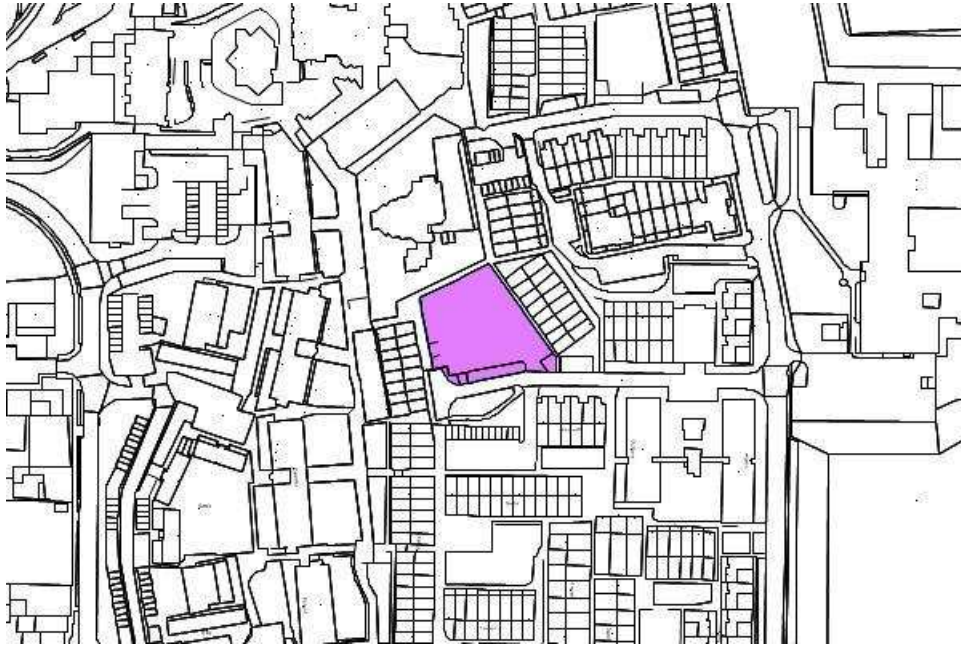
The contributions are necessary, directly relevant and fairly and reasonably related in scale and kind to the development, in accordance with Regulation 122 of The Community Infrastructure Levy Regulations 2010.

6. CONCLUSION

The application is recommended for **APPROVAL**.

SITE LOCATION PLAN: Former Chandos Lodge, Broadhead Strand,
London, NW9 5PY

REFERENCE: H/03826/13



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