

LOCATION: Ibsa House, The Ridgeway, London, NW7 1RN

REFERENCE: H/00807/14

Received: 17 February 2014

Accepted: 27 February 2014

WARD: Mill Hill

Expiry: 29 May 2014

Final Revisions:

APPLICANT: IBSA

PROPOSAL: Extension of IBSA House comprising three-storey extension to the north-west wing at first, second and roof level, and three-storey extension to the south wing at second, third and roof level, to create 3,233sqm of additional office floorspace.

Approve Subject to S106

Subject to a Section 106 Agreement

RECOMMENDATION I:

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

- 1 Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
- 2 All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- 3 **Open Spaces (specific site or purpose) £40,000.00**
A contribution towards the provision of open space improvements to Bittacy Park
- 4 **Employment and Skills £8,637.00**
A contribution to the Employment and Skills Development Programme in the London Borough of Barnet.
- 5 **Requirement to submit Travel Plan £5,000.00**
Requirement to submit a Travel Plan for approval by the Council prior to first occupation of the development and the obligation to provide a contribution towards the Council's costs of monitoring the implementation of a Travel Plan.
- 6 **Monitoring of the Agreement £2,431.00**
Contribution towards the Council's costs in monitoring the obligations of the agreement.

RECOMMENDATION II:

That upon completion of the agreement the Assistant Director of Development Management & Building Control approve the planning application reference: H/00807/14 under delegated powers subject to the following conditions: -

- 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.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans and documents: Site location plans, MS+001-08, IE+906-19x, IE+906-20x, IE+906-21x, IE+906-22x, IE+906-23x, IE+906-24x, IB+110-11, IE+906-20, IE+906-21, IE+906-22A, IE+906-23A, IE+906-24A, IE+906-25, IE+111-07, IE+111-08A, IE+111-09, IE+111-10A, Visual Impact Assessment, Planning Statement, Design and Access Statement, Arboricultural Survey and Maintenance Manual, Transport Statement, Travel Plan, Sustainability Statement, Operational Statement, Foul Sewage and Utilities Assessment, Daylight, Sunlight and Overshadowing Assessment, Site Waste Management Plan, Noise Impact Assessment, Public Consultation Document, Socio-Economic Impact Assessment, Environmental Overview, Economic Statement.

Reason:

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

- 3 The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s).

Reason:

To safeguard the visual amenities of the building and surrounding area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

- 4 The 41 parking spaces, coach and minibus parking space on site and shown on plan MS+001-08 shall be provided hereafter 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.

- 5 Before the development hereby permitted is 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 20% of the approved parking spaces to be provided with electric vehicle charging facilities and 10% in readiness. 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.

- 6 Before the development hereby permitted is occupied provision shall be made for cycle parking and cycle storage facilities in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority. Such spaces shall be permanently retained thereafter.

reason: In the interests of promoting cycling as a mode of transport in accordance with policy CS9 of the Barnet Local Plan Core Strategy (2012) and policy DM17 of the Development Management Policies DPD (2012).

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

Reason:

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

- 8 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 No site works or works on this development shall be commenced before temporary tree protection has been erected around existing tree(s) in accordance with details to be submitted and approved in writing by the Local Planning Authority. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

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

- 10 The non-residential development is required to meet the BREEAM (Office) standard of 'excellent' and details of the certification shall be submitted prior to first occupation of the building hereby permitted.

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).

- 11 No development shall take place until a 'Demolition & Construction Method Statement' has been submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution. Throughout the construction period the detailed measures contained within the approved Statement shall be strictly adhered to.

Reason:

In the interests of highway safety and good air quality in accordance with Policy DM17 and DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.21 of the London Plan (2011).

- 12 The use of the extension hereby permitted shall at all times be ancillary to and occupied in conjunction with the main building and shall not at any time be occupied separately.

Reason:

To ensure that the development does not prejudice the character of the locality and the amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Adopted Barnet Development Management Policies DPD (2012).

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.
- 2 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.
- 3 Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.

RECOMMENDATION III

That if an agreement has not been completed by 28/05/2014, that unless otherwise agreed in writing, the Assistant Director of Development Management and Building Control should REFUSE the application H/00807/14 under delegated powers for the following reasons:

1. The proposal fails to include an undertaking to make provision for improvements to open space within the Borough or to contribute to Barnet's Skills, Employment and Enterprise Plan, together with the associated monitoring costs, contrary to policies CS7, CS8 and CS15 of the Barnet Local Plan Core Strategy, the Planning Obligations SPD and Draft SPD on Delivery of Skills, Employment, Enterprise and Training from Development through Section 106.

2. The proposal fails to include an undertaking to provide a Travel Plan and contribute to the associated monitoring costs, contrary to policy CS9 of the Barnet Local Plan Core Strategy and policy DM17 of the Development Management Policies DPD and the Planning Obligations SPD.

MATERIAL CONSIDERATIONS

The National Planning Policy Framework 2012

The Mayor's London Plan: July 2011

Relevant Core Strategy (2012) Policies:

CS NPPF - National Planning Policy Framework - Presumption in Favour of Sustainable Development
CS5 - Protecting and Enhancing Barnet's character to create high quality places

Relevant Development Management (2012) Policies:

CS NPPF - National Planning Policy Framework - Presumption in Favour of Sustainable Development
CS1 - Barnet's Place Shaping Strategy – The Three Strands Approach
CS5 - Protecting and Enhancing Barnet's character to create high quality places
CS6 - Promoting Barnet's Town Centres
CS8 - Promoting a strong and prosperous Barnet
CS9 - Providing safe, effective and efficient travel
CS11 - Improving health and well-being in Barnet
CS12 - Making Barnet a safer place
CS13 - Ensuring the efficient use of natural resources
CS14 - Dealing with our waste
CS15 - Delivering the Core Strategy

Relevant Development Management (2012) Policies:

DM01 Protecting Barnet's character and amenity
DM02 Development standards
DM03 Accessibility and inclusive design
DM04 Environmental considerations for development
DM11 Development principles for Barnet's town centres
DM12 Maintaining our local centres and parades
DM13 Community and education uses
DM14 New and existing employment space
DM17 Travel impact and parking standards

Supplementary Planning Documents and Guidance

Sustainable Design and Construction (2013)
Residential Design Guidance (2013)
Planning Obligations (2013)
Mill Hill East Area Action Plan

Draft SPD on Delivery of Skills, Employment, Enterprise and Training from Development through Section 106

Mayor's CIL

The Mayor of London is empowered to charge a Community Infrastructure Levy (CIL). The Levy is intended to raise £300 million towards the delivery of Crossrail. The Mayoral CIL will take effect on developments that are granted planning permission on or after 1 April 2012 setting a rate of £36.04 per sqm on all 'chargeable development' in Barnet.

Barnet CIL

Barnet's Community Infrastructure Levy was approved at Full Council on 16 April 2013. Adoption of the Barnet CIL Charging Schedule is the 1st May 2013. All planning applications decided on or after that date will be subject to the charge at a rate of £135 per sqm on all 'chargeable development' in Barnet.

Relevant Planning History:

Application:	Planning	Number:	H/05138/13
Validated:	05/11/2013	Type:	ESCR
Status:	DEC	Date:	26/11/2013
Summary:	ESN	Case Officer:	Graham Robinson
Description:	Environmental impact assessment screening opinion and scoping opinion.		

Consultations and Views Expressed:

Neighbours Consulted: 59
Replies: 7
Neighbours Wishing To Speak: 0

Summary of objections

The proposal would exacerbate existing issues with congestion and traffic movement

The proposal would be out of character and detrimental to the character and appearance of the application site and surrounding area

The proposal will have an adverse impact on neighbouring residents access to light

The proposal will result in overlooking

If the occupiers of the building vacate, the employees will swamp local facilities

Internal /Other Consultations:

Environmental Health officer – the existing noise from the loading bay will be reduced by the effect of screening from the proposed extension

Highways officer - the submitted information indicates that the proposal will not

impact adversely on highway safety but contributions should be made through a legal document in order to ensure that the proposed travel plan can be efficiently monitored.

2. PLANNING APPRAISAL

Site Description and Surroundings:

The application site features a purpose built office building with a printery. The building facilitates the preparation, translation, printing and distribution of Bible based Christian literature. Literature is printed, packed and distributed countrywide and overseas.

The curtilage of IBSA House covers 20,470 sq. metres of which sq. metres are comprised of buildings. The building fronting The Ridgeway houses administrative and office uses whilst the rear of the site contains the factory and warehouse building housing the printing and distribution hub.

IBSA House is comprised of two main buildings: a printery at the rear and a five storey brick built building partly situated on and fronting the Ridgeway, NW7. Immediately north of IBSA House is Lowood house and a wooded area within the Metropolitan Green Belt and also owned by IBSA. On the application site's eastern and southern borders is land allocated for housing in the MHEAAP. Construction is well under way at Phase 2 of Millbrook Park on the southern boundary of IBSA House. IBSA House abuts with two storey suburban residential houses to the west, along its frontage with the Ridgeway in a predominantly residential area.

Proposal:

The application proposes the erection of 2 X 3 storey extensions to the property to provide 3,233sqm of additional office space. Windows, brickwork, painted profiled concrete features and metal roof materials are to match existing building finishes.

The proposed three-storey extension (a) to the north of the present administration block, is to be built over an existing flat roof area, surrounded by dense woodland to the north and a tree green belt at the foot of the gardens to the houses along The Ridgeway. The proposed three-storey extension (b) to the south of the present administration block is to be built over the loading bay area and a section of the Printery, in the central core of the site, at the same height and using the same finishes as the existing office building.

The existing building provides 18,929 sq. metres of floor-space. The north-west wing extension will create 1,274 sq metres. The southern wing extension is intended to add 1,959 sq. metres of floor-space. The proposed office extensions are approximately 17 % of the existing floor area.

Planning Considerations:

The main considerations are:

- The principle of the proposed development
- The impact on the character and appearance of the property and surrounding area
- The impact on the amenity of neighbouring residents
- The impact of the proposal on highway safety and whether there would be a sufficient parking allocation
- Sustainability
- Section 106 Contributions
- Other material planning considerations

The principle of the proposed development

The application proposes extensions to the property that would provide additional floor space for B1 office use. The site is located outside of the town centre and policy DM14: New and existing employment space states that *“office space (Class B1) should be retained in town centres and edge of centre locations”*. In addition to this, paragraph 24 NPPF states that Local Planning Authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.

Main town centre uses include office use, however, the sequential test is only required where a town centre use is proposed outside the relevant town centre and is not in accordance with an up-to-date Local Plan. The proposal is in accordance with Barnet’s up-to-date Local Plan via policy MHE3 and the surrounding text which identifies IBSA house in the Mill Hill East Area Action Plan, acknowledging its importance as a local employer and its possible future expansion. Based on this consideration the principle of extending the existing office space is considered acceptable.

The impact on the character and appearance of the property and surrounding area

The 2012 National Planning Policy Framework states that *“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”*.

In addition to the NPPF, Policy CS5 of the Core Strategy states that the Council *“will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design”*. In addition to this, Policy DM01 of the Council’s Development Management Policies 2012 states that *“development proposals should preserve or enhance local character*

and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets... development (should) demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused”.

The proposal would result in three storey extensions to the property. However, the maximum height of the existing building will not be exceeded. In this instance the proposed scale, siting and design of the extensions would ensure that they would not impact adversely on the character and appearance of the property and surrounding area.

The impact on the amenity of neighbouring residents

Policy DM01 of the Development Management Policies 2012 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.

The application site is located in proximity to residential properties and the proposed extension would result in an increase in the size of the building. However, the applicant has provided a sunlight and shadows study which indicates that the proposal will have minimal impact on the neighbouring properties. It is also considered that part of the extensions would shield houses in the new development to the south of the site from loading dock noise. Additionally, the extension would shield the visual and audible impact of the existing heat recovery plant installed in the Printery process plant room. Based on these considerations, the proposal is not considered to impact adversely on the amenity of neighbouring residents to an extent that would warrant the refusal of the application on these grounds.

With regards to noise, the applicant’s acoustic report states that, “The proposed development will have no adverse effect in terms of increased levels of noise on residential premises nearby to the IBSA premises. To the contrary the provision of a screen wall to the loading bay will significantly reduce noise emissions from this activity to the advantage of persons living in most of the nearby residential premises.” The council's environmental health department have also stated that they have no objection to the proposed development. As such, the proposal is not considered to impact adversely on adjoining residents through noise.

The impact on highway safety and whether there would be a sufficient parking allocation

The applicants have submitted a transport statement, travel plan and parking survey which indicates that the existing car parking spaces on the site are under utilised. The statement shows that although up to 100 offices would be created (which equates to an additional 17% of floorspace), the proposal would only add about 2% to the number of vehicle movements on the Ridgeway/Bittacy Hill at peak morning and evening hours. This equates to an average of 19 extra vehicle movements in the peak morning hour and 20 additional movements in the peak evening hour. It also states that the minimal impact of the proposal on traffic (around 2% increase of movements) is shown to be partly attributable to the fact that IBSA uses fleets of

minibuses to pick up volunteers from their homes located elsewhere within the Borough and therefore that the additional office floorspace would not result in a corresponding increase in vehicle movements, but rather a few additional minibuses (each minibus transports 15 persons).

The council's highways department have stated that given the information provided indicates that the current spaces are under utilised, the additional floorspace, which would be used for the same purposes as the existing use, would not be considered to generate unsustainable levels of traffic movement or exacerbate off street car parking issues. The highways department have therefore stated that there is no objection to the proposed office space, subject to conditions restricting the use of the premises to the applicant only and sufficient contributions to enable the highways authority to monitor the approved travel plan being provided by a legal agreement.

As such, the proposed parking arrangement is considered acceptable subject to the conditions above.

Sustainability

The applicant has submitted a Sustainability and Energy Statement which indicates that the application site is currently certified at a standard of BREEAM Very Good. The statement also states that the proposed method of constructing the extension would result in the building achieving a BREEAM Excellent rating and that although the building is being extended, the total CO₂ emissions of the office building as extended can be held at their current level.

Section 106 Contributions

The applicant has agreed to provide the following contributions in a phased order:

- £40,000 towards works for improvement in Bittacy Park
- £8,637 to support the Council in meeting the objectives of Barnet's Skills, Employment and Enterprise Plan through developing employment and training initiatives including apprenticeships for the benefit of residents and businesses
- £5,000 towards the monitoring of the Travel Plan
- £2,431 towards the monitoring of the agreement

Officers have agreed to the phasing of the S106 payments by the applicant in recognition of its charitable status.

Other material planning considerations

None

3. COMMENTS ON GROUNDS OF OBJECTIONS

The concerns raised have been addressed in the considerations above.

4. EQUALITIES AND DIVERSITY ISSUES

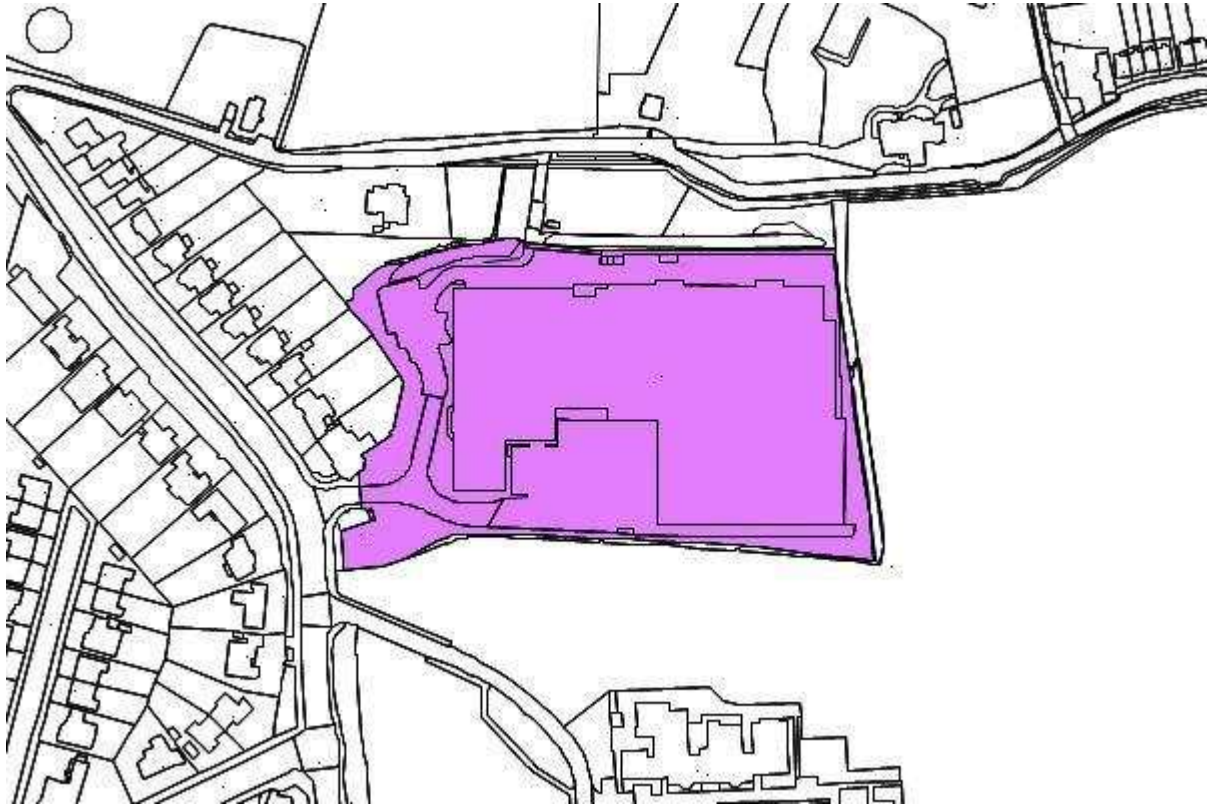
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. CONCLUSION

The application is recommended for **Approval** subject to conditions and a Section 106 legal agreement.

SITE LOCATION PLAN: Ibsa House, The Ridgeway, London, NW7 1RN

REFERENCE: H/00807/14



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2013. All rights reserved. Ordnance Survey Licence number LA100017674.