

PLANNING AND ENVIRONMENT COMMITTEE

19 October 2016

ADDENDUM TO THE OFFICER'S REPORT

16/3250/FUL

**Garages at Basing Way, Land between 98-108 and 182-192 Basing Way
London, N3 3BP**

Pages 11- 38

Page 11 – remove ‘affordable rent’ from the description of development

Page 11 – additional plan to be added to list of approved plans set out in Condition 1 including 15-290-02 D01-102 Rev A

Page 12 – amendment to condition 4 to state that:

Prior to the commencement of the relevant phase of the development, details of mechanical ventilation, extraction and filtration to be installed within the development, in the event that there is a requirement for it to be installed shall be submitted to and approved in writing by the Local Planning Authority. These details shall be supported by an acoustic statement to ensure that noise and vibration levels both internally and externally from the development do not exceed background noise levels.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

Page 17 – Change the trigger for compliance in condition 20 so that it reads as No above grounds works following demolition shall take place.

Page 18 – Change condition 22 so that it states that the development shall be carried out in accordance with the relevant car park layout plan.

Page 18 – Change the trigger of compliance in condition 23 so that the car parking management plan is submitted and approved prior to the occupation of the proposed development.

Page 20 – New planning condition in respect of hours of construction as follows:

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 pm 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 Development Management Policies DPD (adopted September 2012).

16/3252/FUL

Elmshurst Crescent Garages, Land Adjacent to 90-100 Elmshurst Crescent and 35 Pulham Avenue, London, N2 0LR

Pages 39 - 68

Page 39 – remove ‘affordable rent’ from the description of development.

Page 47 – amend condition 27 to read as follows:

Prior to the commencement of the relevant phase of the development, details of mechanical ventilation, extraction and filtration to be installed within the development, in the event that there is a requirement for it to be installed shall be submitted to and approved in writing by the Local Planning Authority. These details shall be supported by an acoustic statement to ensure that noise and vibration levels both internally and externally from the development do not exceed background noise levels.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

16/3262/FUL

Land Adjacent To 106 -128 Mount Pleasant And 27-37 Langford Road, Barnet EN4 9HG

Pages 69 - 94

Page 69 – remove ‘affordable rent’ from the description of development.

Page 69 – add the Foul and Surface Water Drainage Statement (7 Engineering Consultancy).

Page 71 – Condition 7, change the trigger for compliance to prior to the commencement of the relevant phase of the development.

Page 71 – Condition 12, change the trigger for compliance to prior to the commencement of the relevant phase of the development.

Page 74 – Condition 18: remove paragraph 2 of section a of this condition, as there is no substation within the proposed development.

Page 76 – amend condition 23 to read as follows:

Prior to the commencement of the relevant phase of the development, details of mechanical ventilation, extraction and filtration to be installed within the development, in the event that there is a requirement for it to be installed shall be submitted to and approved in writing by the Local Planning Authority. These details shall be supported by an acoustic statement to ensure that noise and vibration levels

both internally and externally from the development do not exceed background noise levels.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

Page 76 – Condition 24: a drainage strategy has been submitted to the Council. This condition is unnecessary.

Page 78 – Remove condition 28

Page 78 – New condition (car parking layout plan)

Notwithstanding the approved plans, prior to the commencement of the relevant phase of the development details of the proposed car parking layout plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved detail.

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.

Page 78 – New condition (cycle parking)

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.

Page 78 – new condition (electric vehicle charging)

Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 20% of the approved parking spaces to be provided with electric vehicle charging facilities and 20% passive for future use. 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.

15/06410/FUL

Land At 1-7 Moxon Street and At 44 Tapster Street Including Land to The Rear Of 1-11 Moxon Street And Opposite The Old Printworks

Late Representation from Mr S.Scarisbrick

A late representation was received from the owner of the adjoining Printworks building which is currently undergoing conversion to a residential use through approved application B/00462/12 and Prior Approval ref: 16/3164/PNO. Concern was raised at the separation distance from the rear habitable windows of the terrace perpendicular to Tapster Street and the facing residential windows of the Printworks building. At the closest point, the windows at 4 and 4A Printworks would be approximately 15 metres from the rear windows of plots 6 and 7 of the proposed development. Officers acknowledge that this is below the recommended 21 metres however it is considered that there are mitigating circumstances which make the relationship acceptable. It should be recognised that this distance is recommended within the SPD which also states that shorter separation distances may be acceptable subject to other material considerations.

Firstly, in the case of the new build scheme, the windows which face the application site are secondary habitable windows with the primary habitable windows facing onto Tapster Street, lessening the potential harm that could arise through mutual overlooking. Secondly, the site is in a town centre location and a viable development of the application site whilst retaining a 23 metre separation distance would be very challenging given the relationship to no.'s 9 and 11 Moxon Street. Officers consider that the rear element of the development maintains a good separation from both the Moxon Street properties and the Printworks building. The 15 metre separation distance is considered to be adequate given the tight urban grain and the Town Centre location.

Late Representation from Mr G. Massey

A late representation was received from Mr Massey of the Barnet Residents Association requesting that the application be deferred due to the LPA not fulfilling its duties with regards to consultation, specifically a failure to reconsult following scheme amendments along with a failure to reconsult following the independent heritage review from AD Planning.

In response to this, officers can advise that a full reconsultation was carried out on the 22nd April 2016 and all interested parties were given full opportunity to comment on the revised scheme. This is set out clearly and comprehensively in Section 4.2 of the committee report. With regards to the independent heritage review from AD Planning, the purpose of this document was to aid the LPA in reaching a balanced view on the application scheme and to make the recommendation presented to members. The document served as an advisory document and thus the LPA considers that it was under no duty to carry out a full reconsultation on this basis.

Late Representation from Naghmana Zia-Ud-Din

A late representation was received from Naghmana Zia-Ud-Din which is set out below:

"I am shocked that this has gone to committee and I have not heard anything from you. I expressly asked that I be kept updated on this and would have like to know that it was going to committee. I have just found out that it is in for tomorrow. I am shocked at the how the planning department is not taking into consideration the comments from the general public for such a large project which will disrupt the area a great deal and one that has a lot of flaws that were pointed out in my previous letter to you."

Additional Conditions

The following conditions should be added to the list of conditions set out within the report:

- 30) Prior to commencement of the development, details of the emergency access shall be agreed with the emergency services and submitted to the Local Planning Authority for approval.

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.

- 31) Prior to the commencement of the development hereby approved, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

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

- 32) Prior to the commencement of the development, details of the junction(s) between the proposed service/access road(s) and the highway shall be submitted to and approved in writing by the local planning authority; and the development hereby approved shall not be occupied until the junction(s) have been constructed in accordance with the approved details.

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

Land under Council Ownership

It should be noted that the land which is the subject of the application is owned by the London Borough of Barnet. Given the impracticality of the Council entering into a Section 106 Agreement with itself, the affordable housing incorporated within the scheme is secured by condition.

<p>16/3377/FUL Garages of Linden Road and Pine Road, London, N11 1ER Pages 123 - 144</p>

Page 124 – Condition 3: Change the trigger for compliance to no development except demolition and preparatory works.

Page 130 - new planning condition

Prior to the first occupation, 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.

Page 130 – new planning condition

Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 20% of the approved parking spaces to be provided with electric vehicle charging facilities and 20% passive for future use. 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.

Page 130 – new planning condition

Prior to the commencement of the development hereby approved, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

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

Page 130 – new planning condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A, B and E of Part 1 of Schedule 2 of that Order shall be carried out at any of the properties hereby approved.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

Page 131 – New informative: The applicant advised that an application under the Highways Act (1980) will need to be submitted for any works proposed on public highway to facilitate the development. The works on public highway shall either be carried out under S184 or S278 of the Highways Act (1980). As part of the

application, the applicant shall submit proposed design and construction details to Development Team for approval. The applicant is also advised that any consequential damage to public highway as a result of the development proposal shall be borne by the applicant.

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.

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

16/4150/FUL

West Farm Place Garages, Land rear of Westpole Court and 18 – 20 Langford Road, Barnet, EN4 9TY

Pages 145-164

Page 145 – Condition 1: Addition of a Utilities Investigations Report and Land contamination report to the list of approved documents.

Page 145 – Condition 3: Change the trigger for compliance to no development except demolition and preparatory works.

Page 146 – Condition 4(a): Condition should state no occupation.

Page 147 – Condition 9: the condition should read as follows:

Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of any the new dwellings (Use Class C3) permitted under this consent, all units shall have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future) prior to the first occupation of any of the new dwellings (Use Class C3) permitted under this consent. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

Page 151 – Condition 18: Change the trigger of compliance to prior to commencement of development excluding demolition.

Page 151 – new condition:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of

Classes A, B and E of Part 1 of Schedule 2 of that Order shall be carried out at any of the properties hereby approved.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

Page 152 – Additional informatives to be added as suggested by Highways engineers as follows:

Informative: 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.

Informative: Proposal for any traffic management for temporary works on public highway to facilitate construction Works will require the applicant to consult the Highway Authority prior to commencing any works on highway. Please contact Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ for further information.

Informative: 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 the construction traffic. 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.

Informative: 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 rechargeable works agreement by the Council's term contractor for Highway Works. 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.

Informative: 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.

Informative: 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.

Informative: 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.

Page 156 – Amendment to paragraph 1 of section 5.3 to read as follows:

Planning permission is sought for the erection of a pair of semi-detached single storey bungalows and a pair of two storey semi-detached dwelling houses. The proposed development would be for the benefit of Barnet Homes.

Pages 223- 247

16/4389/RMA

Phase 6 Millbrook Park (Former Inglis Barracks) London, NW7 1PX

Page 223

Errata

Amend application proposal description to Read as follows:

‘Approval of reserved matters associated with advance infrastructure works to development plot OS9 (public open space) within Phase 6, including creation of new public square and relocation and installation of the Permanent Energy Centre.’

Pages 249- 287

16/4513/RMA

Sweets Way, London N20

Pages 280-281

Errata

Amend paragraph to read as follows:

Parking

Condition 15 of the outline consent limits the number of residential parking spaces to 488 units for the residential element of the development. The current reserved matters application proposes exactly ~~488~~ **248** spaces which equates to the majority of houses having 2 parking spaces each including garages in some instances. 42 garages are proposed on the development either being integral, detached or attached. An additional 3 car parking 280 spaces is also provided for the Community Centre. This accords in its entirety with the Outline Planning Approval.