

## PLANNING AND ENVIRONMENT COMMITTEE

24 November 2016

### ADDENDUM TO THE OFFICER'S REPORT

<p>15/05583/FUL 193 Ballards Lane, N3 1LZ Pages</p>
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#### Building Height

To clarify the proposed building to Gruneisen Road consists of two linked elements. To the front the building is three storeys in height with lower ground floor (4 stories in total), and to the rear it increases to four storeys with lower ground floor (5 stories in total).

Amend page 5:

'Fact that developer is in competition with developers building for sale is not relevant

The representations received can be summarised as follows:'

Amend paragraph on Page 10:

'The planning application was initially to be reported to the Finchley & Golders Green Area Planning Committee on 20/07/2016. The applicant requested more time to address concerns raised by officers.

Following discussion with the chairman of the Planning Committee it has been agreed that it is appropriate given the nature and impacts of the scheme that it is referred to the Planning Committee. **This is because the scheme is for significant Private Rental Accommodation, as well as the car free nature of a scheme of this scale, and the extent of third party interest in the scheme.** Therefore the item has been referred to the 24/11/2016 meeting.

Officers have reached this recommendation, following consideration of all of the relevant factors.'

#### Additional Comments Received

*Our main concerns have still not been addressed:*

- 1) Our Flat is located at the rear of Hartnell Court on the second floor. At present we have our 2 bedroom windows (2 bedrooms – 1 window in each), kitchen windows, living room windows and balcony glass doors overlooking open space. The Development proposed would significantly overshadow our property, block daylight and reduce sunlight which is currently coming in to our Flat. All the windows in our property and the balcony doors would face this*

*proposed dominant development. It will materially affect our day to day living due to loss of light into all our habitable rooms and will mean we will not be able to enjoy our property as we are doing so now. We would also lose our privacy as we will be overlooked from nearby.*

- 2) *Its scale, design, mass and height does not respect the surrounding area.*
- 3) *It poses a serious problem for access to all residents on busy Gruneisen Road.*
- 4) *The proposal lacks in providing adequate on site car parking.*

Officers consider that the comments are addressed in the main report.

### Letter from Applicant

The applicant has sent a letter to the Local Planning Authority (LPA) on 21/11/2016. This letter is attached as an appendix.

The following comments are made in response to this letter by the case officer and Highways officers.

- Highways officers advise that the developer was free to engage with them at pre-application stage and that there has been engagement with the applicant's consultant, Peter Brett Associates.
- Highways officers do not consider that the parking beat survey justifies no parking provision, given the location of the site is on the edge of the CPZ and there are roads on the edge of the CPZ which already suffer from parking stress. A residential development without any parking provision would have a detrimental impact on these roads.
- In respect of the nature of the scheme as PRS accommodation, The information for the car ownership was submitted by the applicant and it is only fair to assume that if the car ownership in the area is at a given level then it is possible that any new occupiers in the area will aspire to own a car considering that London Borough of Barnet is an outer London Borough and residents living in the Borough would more than likely to aspire to own a car that would require parking even though they may travel to work etc. by public transport during the week days. In the applicant's view, the nature of the scheme as PRS accommodation would result in lower levels of car ownership.
- Officers suggest that the development is likely to result in an impact even if a lower car-occupancy was considered given the nature of the scheme as PRS residential accommodation. Reference has been made to other Fizzy Living schemes in London, however these are in inner London locations. Highways officers recognise that; whilst there is an argument that the nature of the development would result in a lower amount of car ownership than traditional market housing, it would still generate significant demand.

- Parking surveys have been provided by the applicant. Highways officers have obtained data of parking permit subscriptions within the existing CPZ and these show that they are heavily oversubscribed.
- Officers have considered the possible mitigation measures put forward by the applicant and these are addressed in the report.
- The applicant has put forward an alternative development scenario, that the development of approximately 50 traditional market sale flats on the site, even with parking on site, would generate greater impact. Whilst this is noted by officers, details of such a scheme have not been provided. It should be noted that in considering this scheme officers have placed significant weight on the fact that the development is PRS accommodation. There is no guarantee that a 50 unit traditional residential scheme with car parking on the site would be acceptable.
- The agreement of the applicant to provide the necessary planning obligations in respect of affordable housing, apprenticeships, and travel plan monitoring are noted.

**15/01661/FUL**

Land North Of Charcot Road, Colindale

Pages 12-14

Page 12 – additional plan to be added to list of approved plans set out in Condition 2 including ‘D124074-ML-2600-001 Rev B - bridge elevations’

Page 12 – remove plan from list of approved plans set out in Condition 2 including ‘D124074-ML-1300-001 Rev F – Proposed Street Lighting’

Page 14 – amend wording of Condition 7 to add ‘- Proposed Street Lighting Plan’ to list of items to state:

**LIGHTING**

*7. No development (other than ground works, site preparation) shall commence before a full Lighting Design submission has been submitted to and approved in writing by the Local Planning Authority. The detailed Lighting Design submission shall include but not be limited to the following:*

- *Risk Assessment assessing the particular risks associated with the proposed bridge and path including footfall;*
- *Design details including philosophy, reasons and targeted achievements dealing with expectations, controls, light pollution and spillage, lighting category to be lit to;*
- *Adopted and non-adopted lighting identified, hours of operation of units, as well as full details of all lighting equipment including images full technical specifications for each luminaire;*

*- Isolux diagrams of the report to be overlaid with the parking areas, public areas and the surrounding houses and roads, intrusive light calculations to nearby properties to be incorporated, and all external lights to be included if they affect the design area.*  
**- Proposed Street Lighting plan**

*All illuminating design to be adopted should be in accordance of current British Standards BS 5489 using ILP guidelines, meet the Council's Developer specifications, be LED based and complete with the Harvard CMS system.*

*Reason: To ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and policy 7.13 and 5.3 of the London Plan.*

**16/5815/FUL**

Garage Court, Hanshaw Drive, Edgware HA8  
Pages 95-128

Highways comments have been received recommending approval of the proposals.

The following additional conditions and informatives are suggested:

Before the permitted development is completed to superstructure level, details of how access to the existing sheltered housing and how this will be maintained during construction shall be submitted and approved 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.

Details of refuse collection must be submitted to and approved in writing by the Local Planning Authority. Refuse collection points should be located within 10 metres of the Public Highway, at ground floor level, otherwise, the development access needs to be designed and constructed to allow refuse vehicles to access the site and turn around within the site, including access road construction to adoptable standards.

Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Informative: 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.

**16/3377/FUL**

Garages at Linden Road/Pine Road

Pages 41 - 66

- A letter was received from Rt Hon Theresa Villiers MP following an approach from the East Barnet Residents Association. The MP re-emphasises the objections from the EBRA and confirms her agreement with those objections outlining her view that the plans are an overdevelopment of the site which will harm the character of this area and the building line will be disrupted by the forward projection beyond the bungalows.
  
- An 86 name petition was received setting out an objection to the application as follows:
  - The proposed development is inappropriate.
  - The scheme should be amended to comprise of three bungalows on site A and a bungalow should be constructed on site C.

**16/3818/FUL**

Former Garage Site, Back Lane

Pages 67 - 94

Page 84 makes an incorrect reference to Site C (which is to be found at Linden Road/Pine Road). Back Lane has no car parking and does not result in the loss of any garages from the site.