

**915 High Road London N12 8QJ**

**Location**

<b>Reference:</b>	<b>16/5639/FUL</b>	Received:	25th August 2016
		Accepted:	29th August 2016
Ward:	Woodhouse	Expiry	28th November 2016

Applicant: .

Proposal: Change of use of ground and first floor of the south wing of Solar House from office (Use Class B1(a)) to Use Class D1(Non-residential institutions), change of use of the second floor of the south wing from office (Use Class B1(a)) to dual D1/B1(a) Use, construction of a new entrance and single storey extension to the front on High Road and demolition of the 3 storey rear wing and construction of a new auditorium

**Recommendation: That upon completion of the agreement specified in Recommendation 1, the Interim Head of Development Management approve planning application reference 16/7565/FUL subject to the following conditions and any changes to the wording of the conditions considered necessary by the Interim Head of Development Management.**

**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. Submission of Faith Travel Plan
4. Monitoring of Faith Travel Plan £15,000
5. Contributions required towards the review of the existing Control Parking Zone (CPZ) and the implementation of the review
6. Submission of Activities Management Plan £0.00
7. Monitoring Cost of Legal Agreement

## RECOMMENDATION II:

That upon completion of the agreement the Planning Performance and Business Development Manager/Head of Development approves the planning application under delegated powers and granted planning permission subject to the following conditions and any changes to the wording of the conditions considered necessary by the Planning Performance and Business Development Manager/Head of Development Management:

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

BAR-E-001 (Site Location Plan)  
BAR-E-002 (Existing site plan - Solar House)  
BAR-E-003 (Existing site survey - Solar House)  
BAR-E-010 Rev 01 (Existing basement floor plan - Solar House)  
BAR-E-011 Rev 01 (Existing ground floor plan - Solar House)  
BAR-E-012 (Existing first floor plan - Solar House)  
BAR-E-013 (Existing second floor plan - Solar House)  
BAR-E-014 (Existing third floor plan - Solar House)  
BAR-E-015 (Existing fourth floor plan - Solar House)  
BAR-E-016 (Existing roof plan - Solar House)  
BAR-E-020 (Existing section AA - Solar House)  
BAR-E-021 (Existing section BB - Solar House)  
BAR-E-030 (Existing north elevation - Solar House)  
BAR-E-031 (Existing south elevation - Solar House)  
BAR-E-032 (Existing east elevation - Solar House)  
BAR-E-033 (Existing west elevation - Solar House)

BAR-F-040 Rev 01 (Demolition Plan - basement floor plan)  
BAR-F-041 Rev 01 (Demolition Plan - ground floor plan)  
BAR-F-042 Rev 01 (Demolition Plan - first floor plan)  
BAR-F-043 Rev 01 (Demolition Plan - second floor plan)  
BAR-F-044 Rev 01 (Demolition Plan - third floor plan)  
BAR-F-045 Rev 01 (Demolition Plan - fourth floor plan)  
BAR-F-046 Rev 01 (Demolition Plan - roof plan)  
BAR-F-047 Rev 01 (Demolition Plan - landscape plan)

BAR-F-001 (Proposed Site Plan)  
BAR-F-002 (Proposed Landscaping Plan)  
BAR-F-110 (Proposed Basement Plan)  
BAR-F-111 (Proposed Ground Floor Plan)  
BAR-F-112 (Proposed First Floor Plan)  
BAR-F-113 (Proposed Second Floor Plan)  
BAR-F-114 (Proposed Third Floor Plan)  
BAR-F-115 (Proposed Fourth Floor Plan)  
BAR-F-116 (Proposed Roof Plan)  
BAR-F-120 (Proposed North Elevation)  
BAR-F-121 (Proposed South Elevation)  
BAR-F-122 (Proposed West Elevation)  
BAR-F-123 (Proposed East Elevation)  
BAR-F-130 (Proposed Section 1)  
BAR-F-131 (Proposed Section 2)

Acoustic Assessment  
Air Quality Statement  
Daylight, Sunlight and Overshadowing Assessment  
Design and Access Statement  
Economic Statement  
Faith Travel Plan  
Flood Risk Assessment  
Land Contamination Assessment  
Planning Statement  
Transport Assessment  
Tree Report  
Sustainability 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 CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

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

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

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

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

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

- 4 Prior to the occupation of the building or first commencement of the use on the site, a site lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall detail philosophy, reasons and targeted achievements dealing with expectation, controls, light pollution and spillage. The development shall then be carried out in accordance with the approved details.

Reason: In the interests of the amenity of the surrounding area.

- 5 a) No development or site works shall take place on site in relation to the initial occupation of the building (including construction of new front entrance, internal refurbishment of the entrance and lifts and internal separation of north and south wings) until a 'Demolition and Construction Management and Logistics Plan' relating to this aspect of the proposal has been submitted to and approved in writing by the Local Planning Authority.

b) No development or site works in relation to the demolition of the rear wing and construction of the auditorium shall take place until a 'Demolition and Construction Management and Logistics Plan' relating to this aspect of the proposal has been submitted to and approved in writing by the Local Planning Authority.

The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

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

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

- 6 The Church and associated ancillary uses shall not be open to the public outside the following hours, unless otherwise agreed in writing by the Local Planning Authority:-

Monday to Sunday 07:00 to 23:00

Reason: To safeguard the amenities of occupiers of adjoining residential properties.

- 7 a) The kitchen hereby approved on the ground floor shall not be brought into use until details of all extraction and ventilation equipment to be installed as part of the development, including a technical report have been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.
- b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

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

- 8 a) No development other than demolition works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings has been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations
- b) The measures approved under this condition shall be implemented prior to occupation of the relevant part of the building and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

- 9 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

- b) The measures approved under this condition shall be implemented prior to occupation of the relevant part of the building and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the

Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2015.

- 10 The level of noise emitted from the approved plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

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

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

- 11 Prior to the occupation of the relevant part of the site, a noise management plan shall be submitted and approved in writing by the Local Planning Authority, which shall detail how breakout noise and noise from the car park will be controlled. The development shall then be carried out in accordance with the approved details.

Reason: To safeguard the amenities of occupiers of adjoining residential properties.

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

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

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

The surface water drainage strategy for the site must be accompanied by evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development. The Adopting Authority must demonstrate that sufficient funds have been set aside and / or sufficient funds can be raised to cover operation and maintenance costs throughout the lifespan of the development. The Adopting Authority shall be responsible for satisfying themselves of the suitability of the adopted SuDS prior to adoption, and shall keep records of operation and maintenance activities, for possible inspection by the Council.

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

- 13 The relevant part of the premises shall be used for D1 (Place of Worship) and any other associated community uses, education and training in association with the main D1 use and for no other purpose (including any other purpose in D1 of the Schedule) to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), unless otherwise agreed in writing with the Local Planning Authority.

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

- 14 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).

- 15 No more than a maximum of 700 persons shall be present on site in connection with the Church use at any one time.

Reason: To safeguard the amenities of occupiers of adjoining residential properties.

- 16 a) The development is required to meet the BREEAM 'Very Good' level against the BREEAM Non Domestic Refurbishment 2014 criteria.

b) Before the auditorium is first occupied the developer shall submit certification for the whole building of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.2 and 5.3 of the London Plan (2015).

- 17 a) Notwithstanding the details submitted with the application and otherwise hereby approved, no development other than demolition works shall take place until details of

(i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider,

(ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and

(iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

- 18 No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the scheme of temporary tree protection as approved under the submitted Arboricultural Survey & Impact Assessment (BS5837: 2012) (dated 05/08/2016) has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time.

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

- 19 Prior to the completion of the development, the proposed scheme of hard and soft landscaping shall be implemented in full accordance with approved drawing number BAR-F-002 (Proposed Landscaping plan)

All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following the completion of the relevant part of the development.

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2015.



- 20 Before the auditorium hereby permitted is first occupied the proposed windows in the west elevation facing Whittington Mews shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut.

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) and the Residential Design Guidance SPD (adopted April 2013).

- 21 Prior to the first occupation of the auditorium hereby approved the auditorium shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 35% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

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

- 22 Before the auditorium hereby permitted is occupied the car parking spaces as shown on Drawing No. BAR-F-110, BAR-F-111 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

- 23 Before development commences, details of the gradient for the pedestrian access ramp leading to the building entrance shall be submitted to and approved in writing by the Local Planning Authority. The ramp gradient preferably should be 5% (1:20) but in any case should not exceed 8% (1:12). The development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved details.

Reason: In the interests of pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 24 Prior to the occupation, the main pedestrian access to the site shall be from A1000, High Road. All other pedestrian access points to the building available from Fredericks Place (for the church) and Highwood Avenue (for the retained office use) shall only be used for emergency egress and shall not be used for normal access to, or exit from, the church building.

Reason: In the interests of pedestrian and 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.

- 25 Before the development hereby permitted is occupied cycle parking spaces in accordance with London Plan Cycle Parking Standards 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.

- 26 Prior to the occupation of the relevant part of the development hereby approved, a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. location and layout of car parking spaces,
- ii. the allocation of car parking spaces;
- iii. on-site parking controls and charges;
- iv. the enforcement of unauthorised parking; and
- v. disabled parking spaces.

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The parking management plan shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.

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.

- 27 Prior to the commencement of the relevant parts of the development, details of any works proposed on public highway shall be submitted to and approved by the Highway Authority and works shall only be carried out in accordance with the approved plans.

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

- 28 Before the development hereby permitted is commenced a scheme showing disabled access to the property shall be submitted to and approved by the local planning authority. The agreed scheme shall be implemented before the relevant part of the development hereby permitted is brought into use.

Reason: To ensure and promote easier access for disabled persons to the approved building 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.

- 29 Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 30 Prior to the erection and installation of photovoltaic panels, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. Calculations demonstrating the additional carbon emission reductions that would be achieved through the provision of additional panels shall also be submitted. The development shall be carried out and constructed in accordance with the approved details.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

- 31 The proposed development shall be implemented in its entirety in accordance with the proposed mitigation measures detailed within the submitted Air Quality Assessment (received 25/08/2016) before the relevant part of the development is occupied and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 3.2, 5.3 and 7.14 of the London Plan 2011.

- 32 Prior to the first occupation of the relevant part of the development, certification demonstrating compliance where appropriate, financially viable and in accordance with the design hereby approved with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority.

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

### RECOMMENDATION III:

- 1 That if an agreement has not been completed by 31 July 2017, that unless otherwise in writing, the Planning Performance and Business Development Manager should REFUSE the application 16/5639/FUL under delegated powers for the following reasons:

1. The proposed development does not provide a legal agreement to mitigate the impacts of the proposed development and it is therefore considered that it would have a detrimental impact on the free flow of traffic and parking provision contrary to policy CS9 of the Adopted Core Strategy and policy DM17 of the Adopted Development Management Policies DPD.

**Informative(s):**

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 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.
- 3 The applicant is advised that the barrier should either be electronically operated or manned at all time or shall remain open when the church activities are taking place and the car park is in use such as all day on Sunday to avoid any obstruction of public highway by vehicles waiting on public highway for the gates to open.
- 4 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. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.
- 5 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.
- 6 Any highway approval as part of the planning process for the reinstatement or alteration to the existing access/crossovers or provision of a 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 including any relocation of street furniture, lighting columns or amendments to parking bays affected by the proposed works. An estimate for this work could be obtained from London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N12 0EJ.

- 7 The applicant needs to ensure that the proposed disabled pedestrian access ramp is contained within the developers land and does not encroach on to public highway.
- 8 The applicant is advised that A1000 High Road is Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.

The applicant also advised that A1000 High Road part of the Strategic Road Network (SRN) and is likely to cause disruption. The Traffic Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence.

## **Officer's Assessment**

### **1. Site Description**

- 1.1 The application site (named Solar House) is located at 915 High Road, on the west side of High Road, within the ward of Woodhouse.
- 1.2 The site has an area of approximately 0.27 hectares and contains a four storey building plus basement consisting of 3,943 sqm GIA of office floorspace. The building is divided into three areas; 4 storey north and south wings and a 3 storey rear wing extending to the rear of the south wing. The south and rear wings which are the subject to this application comprise of 2,590 sqm GIA (excluding basement and plant room).
- 1.3 There is an existing vehicular access into the site along the north boundary from Highwood Avenue which leads to 73 car parking spaces located at ground (24) and basement (49) levels.
- 1.4 The existing building is not statutory or locally listed and the site does not fall within a designated conservation area. The site lies on the outskirts of the northern boundary of North Finchley Town Centre which extends up to Friern Church Avenue on the eastern side of High Road.
- 1.5 To the north and south of the site are Highwood Avenue and Fredrick's Place, residential streets characterised by 2 storey terrace properties. Whittington Mews, a row of 2 storey dwellings accessed off Fredrick's Place, lies to the west of the site. On the corner of Fredrick's Place and High Road is an existing 4 storey block of flats, while a new 5 storey residential development has been recently completed on the corner of Highwood Avenue and High Road. On the opposite side of High Road, a new 5 storey block of flats is currently under construction.

### **2. Site History**

- 2.1 Reference: 16/4787/PNO  
Address: 915 High Road, London, N12 8QJ

Decision: Prior Approval Required and Approved  
Decision Date: 26 August 2016  
Description: Change of use of part ground floor to third floor from Class B1 (Office) to Class C3 (Residential) (27 Units)

- 2.2 Reference: F/05136/14  
Address: Solar House, 915 High Road, London, N12 8QJ  
Decision: Prior Approval Required and Approved  
Decision Date: 06 November 2014  
Description: Change of use from Class B1 (Office) to Class C3 (Residential) (27 Units)
- 2.3 Reference: N01584AF  
Address: 915 High Road, London, N12 8QJ  
Decision: Prior Lawful  
Decision Date: 11 October 1999  
Description: Erection of 1.3m diameter satellite dish to roof of building
- 2.4 Reference: F/05136/14  
Address: 915 High Road, London, N12 8QJ  
Decision: Refused  
Decision Date: 30 October 1996  
Description: Retention of internally illuminated signs
- 2.5 Reference: F/05136/14  
Address: 915 High Road, London, N12 8QJ  
Decision: Refused  
Decision Date: 04 October 1995  
Description: Continued display of illuminated signs on endwalls of building and to front face of canopy
- 2.6 Reference: N01584AA  
Address: 905-925 High Road Finchley N12  
Decision: Approved  
Decision Date: 07 December 1984  
Description: Alterations to office building under construction incorporating revised parking layout and omission of swimming pool, squash courts and sauna baths, alterations to elevations, provision of refuse facilities and electricity sub-station.
- 2.7 Reference: N01584Z  
Address: 905-925 High Road Finchley N12  
Decision: Approved subject to conditions  
Decision Date: 04 July 1984  
Description: Alterations to office building under construction incorporating revised parking layout and omission ancillary sports facilities, alterations to elevations, provision of refuse facilities and electricity sub-station.
- 2.8 Reference: N01584Y  
Address: 905-925 High Road N12  
Decision: Approved  
Decision Date: 27 January 1984

Description: Part three, part four-storey office block with plant room on roof, 82 car parking spaces in basement and at rear and ancillary sports facilities at basement level.

- 2.9 Reference: N01584W  
Address: 905-925 High Road N12  
Decision: Approved subject to conditions  
Decision Date: 11 November 1983  
Description: Part three, part four-storey office block with plant room on roof, 82 car parking spaces in basement and at rear and ancillary sports facilities at basement level
- 2.10 Reference: N01584T  
Address: 905-925 High Road N12  
Decision: Approved subject to conditions  
Decision Date: 03 December 1981  
Description: Part three, part four-storey office block with parking provision for 81 cars

### **3. Proposal**

- 3.1 There are several proposed elements to the application, comprising off:
- Change of use of the ground and first floor of the south wing of Solar House from office (Use Class B1(a) to a place of worship (Use Class D1). The second floor will comprise of dual B1(a) and D1 use and third floor will remain in B1(a) use to be used for ancillary church purposes. In total a provision of 1,666 sqm GIA of D1 floorspace is proposed to be provided, with a further 516 sqm GIA of dual B1(a)/D1 floorspace at second floor level;
  - Demolition of the existing 3 storey rear wing and construction of single storey auditorium;
  - Construction of new entrance, with both stair and disabled ramp access, with new single storey glazed orangery;
  - Internal alterations to separate the north and south wings, with occupiers of the north wing continuing to use the existing High Road entrance.
  - New landscaping to include new planting on the High Road frontage and boundary adjacent to Whittington Mews. A new green roof is proposed to the rear of the site on the roof of the rear part of the basement car park, adjacent to Whittington Mews.
- 3.2 There are various artefacts of public interest which are currently located within the existing Holden Road site and are proposed to be relocated to the Solar House site as part of the move. The most significant of these are the wooden World War one memorial screen and the World War 2 stained glass window in the existing east elevation. These will remain open to the public to view.

- 3.3 A single phased development is proposed. However, it is the intention of St Barnabas to move into Solar House before the demolition of the rear wing and the construction of the auditorium. Prior to the church first moving into the building, the following works are proposed to be undertaken:
- Construction of new entrance and provision of both stair and disabled ramp access;
  - Internal refurbishment of the entrance and lifts; and
  - Internal separation of the North and South wings
- 3.4 In terms of activities/events, in summary, the church seeks approval for:
- Up to 4 services every Sunday of no more than 700 people;
  - Up to 4 services on Christmas Eve, Christmas Day and Good Friday of no more than 700 people;
  - Up to 30 larger events per annum of no more than 700 people.
- 3.5 Outside of these events, there are a number of smaller events and activities which would take place throughout the week. The current list of events/activities, days, times and numbers are contained within the submitted Activities Management Plan (AMP).
- 3.6 Larger events not falling on a Sunday are anticipated to comprise:
- Services at Christmas and Good Friday;
  - Large Weddings and Funerals;
  - Summer and Autumn Festivals and Fundraising events; and
  - Conferences.
- 3.7 In association with this application, a separate planning application has been submitted for the existing church site, Barnet reference 16/5632/FUL for the "Conversion of the existing St Barnabas Church from Use Class D1 (community use) to Use Class C3 (residential) comprising 21 flats and four floors, along with associated external alterations. Demolition of the existing bungalow at 42 Holden Road and construction of a three storey plus lower ground floor building comprising 9 residential flats and car parking, provision of private and shared amenity space, cycle and bin stores and other associated works."

#### **4. Public Consultation**

- 4.1 As part of the consultation process, letters were sent to neighbouring occupiers within a 100m radius of the application site. This was in accordance with national planning legislation and Barnet's own adopted policy on the consultation to be carried out for schemes of this nature.
- 4.2 With further information being submitted on the 25<sup>th</sup> January 2017, the application was subject to an additional period of consultation of 21 days. This was repeated on the 28<sup>th</sup> February following the submission of a further document.



- 4.3 At this stage, a total of 389 representations were received. This includes multiple representations received from the same household following additional consultation. Having accounted for multiple representations, a total of 151 objections were received, with 197 letters of support.
- 4.4 Following the period of re-consultation from the 28 February 2017, a further 129 responses have been received, consisting of 22 objections and 103 letters of support
- 4.4 A summary of the objections received is set out below:
- Proposed use is not appropriate in this residential area;
  - Surrounding area is already overdeveloped;
  - Local businesses in North Finchley will be adversely affected;
  - Loss of employment facility;
  - Overdevelopment of the site;
  - Size of auditorium is inappropriate, will be higher than surrounding building and will have an overbearing impact;
  - Proposed development will cause overshadowing;
  - Adverse noise impact from proposed activities and volume of people;
  - Disruption to the enjoyment of residential amenity;
  - Social impact on the surrounding area
  - Increase in crime due to high influx of people
  - Insufficient parking available on Sundays;
  - Existing parking stress on surrounding streets;
  - Scope of submitted parking surveys is insufficient;
  - Other new residential developments in the vicinity have contributed to parking stress and traffic congestion;
  - Road safety;
  - Proposed mitigation measures in submitted documents are not enforceable;
  - Additional noise and environmental pollution from increased vehicles;
  - Air pollution from transport;
  - Inadequate waste disposal measures;
  - Existing war memorials and other historical features should be treated with proper care and re-sited appropriately;
  - Local residents were not notified of planning application.

## **5. Summary of responses from Internal Consultees**

**LBB Business, Employment and skills** – No loss of employment floorspace contribution is required.

**LBB Environment Health** – No objection to application subject to conditions.

**LBB Highways (Drainage)** - No objection to application subject to conditions.

**LBB Property Services** – Findings of submitted Economic Statement with regards loss of office space are considered to acceptable.

**LBB Traffic and Development** – No objection to application subject to conditions and S106 obligations securing adequate mitigation.

**LBB Waste and Recycling** – Did not respond to the consultation request.

## **6. Planning Considerations**

### **6.1 Policy Context**

#### National Planning Policy Framework and National Planning Practice Guidance

- 6.1.1 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.
- 6.1.2 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.
- 6.1.3 The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

#### The Mayor's London Plan 2016

- 6.1.4 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 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.
- 6.1.5 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.

#### Barnet's Local Plan (2012)

- 6.1.6 Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.
  - Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS6, CS8, CS9, CS10, CS13, CS14, CS15
  - Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM11, DM13, DM14, DM16, DM17

## Supplementary Planning Documents

- 6.1.7 Planning Obligations (Adopted 18/04/2013)  
Delivering Skills, Employment, Enterprise and Training (SEET) from development through S106 (Adopted October 2014)  
Sustainable Design and Construction SPD (adopted October 2016)

Each of the above SPD documents has been subject to individual public consultation prior to their adoption.

## **7. Assessment of proposals**

### **Principle of loss of B1 employment space**

- 7.1 Policy DM14 (New and existing employment space) of the Barnet Development Management Policies Document relates to existing employment spaces and states that the loss of B Class uses outside the protected business areas *“will only be permitted where it can be demonstrated to the Council’s satisfaction that a site is no longer suitable and viable for its existing or alternative business use in the short, medium and long term and a suitable period of effective marketing has been undertaken.”*
- 7.2 At present, Solar House comprises of 3,943 sqm GIA over four floors and provides 3,393 sqm of NIA office space. The south and rear wings consist of 2,590 GIA of the overall space and the north wing provides the remaining 1,353 sqm. The proposed development only relates to the south and rear wings of Solar House and will overall retain 516 sqm GIA (480 sqm NIA) of dual B1/D1 at second floor level and 561 sqm GIA (475 sqm NIA) of B1 floorspace at the third floor level. The north wing will remain unaltered and will not result in any loss of office accommodation.
- 7.3 The applicant has submitted an Economic Statement which provides details of the proposed use, marketing activities that have been undertaken, profile and availability of existing office premises and an analysis of the site’s suitability for employment use. Appendix 1 of this statement is a letter on behalf of one of the appointed agents who were instructed to market and let the office space. The letter states that they (the agent) were appointed in early 2011, at which point only 16% of the existing building was occupied. From 2011 to 2012, there were a number of lettings within the north wing but the south wing remained vacant. The site was continually marketed until 2015 until the London Diocesan Fund acquired the site. At this point, around 70% of the building remained vacant.
- 7.4 The following marketing activities were carried out on this property:
- Marketing board erected on the outside on the High Road frontage;
  - Listing on the agent’s website;
  - Creation and listing of a bespoke website for the property;
  - Listed on commercial online web portals;
  - Carrying out various mailing and local advertising campaigns; and
  - Preparation of marketing particulars.
- 7.5 The letter concludes that although some space was let within the building, the building continued to remain partially vacant and the viewing levels remained low. In

justifying the vacancy and low level of demand, the letting agents have put forward a number of reasons:

- The position of the building outside of a main town centre;
- The availability of better located offices within town centres and better quality accommodation;
- The site is not located within an area characterised by employment uses. The area surrounding the site has become increasingly residential;
- The deep and large size of the floorplates within the south wing are not suitable for occupiers in this part of Greater London; and
- The age and specification of the building made the building difficult to let, we believe Solar House became obsolete as an office building.

#### Assessment of information

- 7.6 In order to verify and confirm the submitted information, Planning Officer's consulted with the Council's Property Services team. Having reviewed the submitted statement and contacting the appointed letting agent, Planning Officers' received feedback that demand within Finchley is low and that supply outweighs what is demanded. The Property Services department undertook some internal research and commented that within the past two years, there had been six lettings within 1 mile of Solar House and approximately 29 lettings within 2 miles. The conclusion drawn from these statistics is that the application site (Solar House) is not located in the most sought after location based in the jump in lettings between 1 mile and 2 miles.
- 7.7 In summary the response to Planning Officer was that review and research undertaken would demonstrate the argument outlined in the submitted Economic Statement was accurate. Based on these factors, the Property Services team would agree that the agents have proactively tried to let the property and that there is a shortage of interest, especially in the specific location of Solar House.

#### Loss of employment contribution

- 7.8 Where it is demonstrated that there is an overall loss of employment, Policy DM14 still seeks that some re-provision of employment is provided. A financial contribution will be required for employment training where this cannot be delivered satisfactorily on site.
- 7.9 The submitted Economic Statement states that the proposal will still retain employment uses on site. At present, St Barnabas employs 22 staff (14 full-time and a further 8 part-time staff who are equivalent to 5 further full-time staff, resulting in the equivalent of 19 full-time staff), plus volunteers and trainees. The report states that it is expected that the number of staff will increase if St Barnabas relocate to Solar House.
- 7.10 In addition, if consent is granted, it is proposed to create a number of social enterprise schemes within the building to provide further skills and training. At this stage, details of this have not been provided and will depend on the skills and experience of the available business managers within the church. However examples of such initiatives may include a hair salon/nail bar, a gardening business,

a bike repair shop, a painting and decorating business or other similar activities. It is likely that the ground floor refreshment area will also be run as a social enterprise. Depending on the nature, facilities and scale of each initiative, separate planning consents may be required for their individual use. The report highlights that the church already provides support and training to the local community in the form of English conversion classes.

- 7.11 As stated above, Barnet's Supplementary Planning Document (SPD) on 'Delivering Skills, Employment, Enterprise and Training (SEET) from Development through S106' (2014) states that *"if a development involving the loss of employment space is considered to be compliant with Policy DM14 it will be expected to mitigate the loss and make contributions to employment training. Calculations of such contributions will be made on a site by site basis"* and will take into account a number of factors. The Council's Business, Employment and Skills team has reviewed the proposal and has commented that on balance, there is not a need to seek a charge on the loss of employment floorspace, given that some employment floorspace remains, the low level of existing occupancy and that additional economic activity such as employment would be generated through the church.

### Conclusion

- 7.12 Planning Officers are therefore satisfied based on the submitted information, justification and internal consultation that appropriate marketing has been carried out for the property which demonstrates that the site is no longer suitable and viable for its existing or alternative business use. An alternative use could therefore be sought for this site.
- 7.13 In addition to accepting the overall loss of B1 floorspace, Planning Officers are accepting of the position that the proposed church would retain an employment use on site and provide future opportunities for skills, employment, enterprise and training.
- 7.14 Officers consider that the proposed development meets the aims of Core Strategy policy CS8 and satisfactorily complies with the policy requirements of DM14.
- 7.15 While the proposal has been found acceptable in relation to loss of employment, the submitted Planning Statement also highlights that there is an approved fall-back position which would remove the loss of employment altogether from the application site. Two separate Prior Approval applications have been obtained (references F/05136/14 and 16/4787/PNO) for the change of use from Class B1 (Office) to Class C3 (Residential) of the south wing to provide 27 units. While these Prior Approval's exist, Planning Officers would consider that they would hold limited overall weight in the consideration of the loss of employment space. There has been no justification submitted to demonstrate that there is a theoretical possibility of the site being developed for this fall-back use.

### **Provision of new community use**

- 7.15 Policy DM13 (Community and education uses) relates to the provision of new community uses and states that *"new community uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New community uses should ensure that there is no*

*significant impact on the free flow of traffic and road safety. New community uses will be expected to protect the amenity of residential properties.”*

- 7.16 Policy CS10 (Enabling inclusive and integrated community facilities and uses) of the Barnet Core Strategy aims to ensure that we provide the right community facilities for Barnet's communities. The Council plan to protect existing community uses across the borough, and ensure that new facilities are in accessible locations. Community facilities provide for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. The council recognise that there is a need for a range of community and religious facilities in Barnet to support the requirements of different ethnic, religious, social and interest groups in the borough. Community uses may be appropriate in residential areas. Proposals should not have a demonstrably harmful impact on the amenities of nearby residential properties and other uses in terms of noise and traffic generation, or on the character of the surrounding area.
- 7.17 The proposed development seeks to relocate an existing church which is currently located on Holden Road. The agents have provided separated justification as to why the existing premises is no longer suitable and the existing church site is subject to a separate submitted planning application (Barnet reference no 16/5632/FUL). The existing building provides 1,015 sqm GIA of D1 floorspace and the current application proposes to provide 2,182 sqm of D1 floorspace, an increase of 1,167 sqm.

#### Assessment of site location

- 7.18 While the site is not located within a designated town centre, it does lie on the edge of the northern boundary of North Finchley Town Centre. Officers do not consider that by virtue of its location, the characteristics of the application site differ significantly than those sites which fall within the northern boundary of the designated town centre. Therefore the preference for new community uses to be located within town centres/local centres can be suitably argued in this instance and officers do not feel that the location of the site can be dismissed on this basis. The site falls within a Public Transport Accessibility Level (PTAL) of 2 which is generally considered a poor level of public accessibility. However, the application site fronts directly onto High Road, the main thoroughfare through and out of the town centre and has easy access by foot or cycling to and from the site. Woodside Park Underground Station is located approximately 850m when accessed along High Road and Woodside Park Road and there are a number of bus stops in close proximity to the site. In officers' opinion, the site's low PTAL rating is not considered to be a significant factor as it is clear from visiting the site, that it has direct access to public transport and would approximately take 10/15 minutes to walk to the central town centre area.
- 7.19 The second part of the policy states that proposals should not have a significant impact on the free flow of traffic and road safety. The applicant has submitted a number of documents including a Transport Assessment, Faith Travel Plan and additional surveys in an attempt to demonstrate that there will be no significant impact on the free flow of traffic and road safety. This will be addressed and discussed individually further on within the report. The outcome of that individual assessment will also have a material consideration on the appropriateness of a new community use in this location.

- 7.20 In addition, proposed new developments should not adversely affect the amenity of neighbouring residential users. Officers consider that this relates to the potential noise/disturbance impacts created by the proposed development, with other potential amenity issues relating to other aspects of the proposal such as layout, siting and design. To demonstrate that the proposal is acceptable in this regard, the applicant has submitted an Acoustic Assessment. This will be individually assessed further within the report.

### Conclusion

- 7.21 Planning Officers consider that in principle the location of the application site is appropriate given the sites proximity to North Finchley Town Centre and the site can be accessed by a variety of public transport modes, cycling and walking. Further assessment of this policy will be undertaken of the individual impacts towards Highways and residential amenity

### **Design Assessment**

- 7.22 Paragraphs 56-58 of the National Planning Performance Framework (NPPF) set out the importance of good design. This is reflected in Policy CS5 and DM01 of the Barnet Local Plan, which seeks to achieve a high quality design in all developments.
- 7.23 The proposed development comprises of two main elements – provision of new entrance with construction of new porch and glazed addition (orangery) and the construction of new auditorium to the rear (west) of the south wing of the building.

### Alterations to High Road frontage

- 7.24 The proposal is create a new and separate entrance on High Road to serve the proposed church which would involve the construction of a two storey porch with a glazed fronted addition (orangery). A new staircase up to the new entrance and ramped access is also proposed. The existing entrance to Solar House would remain unaltered and be dedicated solely to serve the north wing.
- 7.25 In terms of layout, the single storey glazed addition would project beyond the existing front elevation and would only provide a small additional footprint in comparison to the existing building. In terms of height, the glazed addition would be single storey, with a separate two storey porch denoting the entrance of the church. The applicant has provided a number of elevation drawings and 3D visuals to illustrate how this element of the scheme would appear within the streetscene. Overall, Planning Officers do not consider that the proposed alterations and additions to the front elevation by virtue of their proposed layout, siting, scale or height would have an adverse impact on the character and appearance of the existing building, streetscene or surrounding area. Any new signage, banners or flags would require to obtain separate Advertisement Consent.
- 7.26 The proposed porch will be constructed with a grey aluminium finish, set against a blue brick slip finished panel. The orangery will be a glass curtain walling with dark grey aluminium components, standing on a brick plinth of Staffordshire blue bricks, with grey Sarnafil flat roof. In this regard, Planning Officers the detailed design and form of the front entrance, porch and glazed addition to be of a high quality and appropriate within the context of the existing building and surrounding area.

### Demolition of rear wing and construction of auditorium

- 7.27 The existing rear wing is three storeys in height measuring approximately 13.5m high. Between the rear wing and the rear boundary of the ground floor of the site is an existing car park.
- 7.28 It is proposed to demolish this rear wing and construct a single storey auditorium (543 sqm) with a pitched roof with an eaves height of 4m and a total height of 10.75m at its highest point. It will be constructed of a brick cladding to match the existing building and finished with a dark grey metal roof. The applicant has provided a number of elevation drawings and 3D visualisations to help illustrate how the auditorium would appear.
- 7.29 In terms of layout, the proposed auditorium is of a fairly large rectangular footprint which would occupy a large area of the rear space. Between the rear elevation of the proposed auditorium and the rear (west) boundary of the site (5.8m), it is proposed to create a green roof over the basement car parking area. The layout and footprint of the proposed auditorium is not considered to be inappropriate.
- 7.30 In terms of height, scale and massing, the existing building (Solar House) is four storeys in height and other buildings along High Road are of similar height. The residential streets of Fredrick's Place, Whittington Mews and Highwood Avenue are all characterised by two storey dwellings. Considering these residential streets, while the proposed auditorium could introduce an unusual feature within the streetscene, given the separation of the neighbouring sites, it is not considered that the massing and bulk of the proposed auditorium is out of scale or height with the surrounding area because is predominately single storey in height and the roof structure is not a dominate feature of the proposed development. A small element of the central pitch would be higher than the surrounding residential properties but taking into account the taller nature of Solar House, is not considered to introduce a feature that would be detrimental to the character of the area.
- 7.31 The design of the auditorium and its palette of materials will largely match the appearance of the existing building. The large window fenestration along the southern elevation helps to break up the massing of the building.

### Conclusion

- 7.32 It is considered that the proposed development would represent a high quality development that would not be incongruous within its surrounding context and this is accordant with Paragraphs 56-58 of the NPPF and policies CS and DM01 of the Barnet Local Plan.

### **Impact on residential amenity**

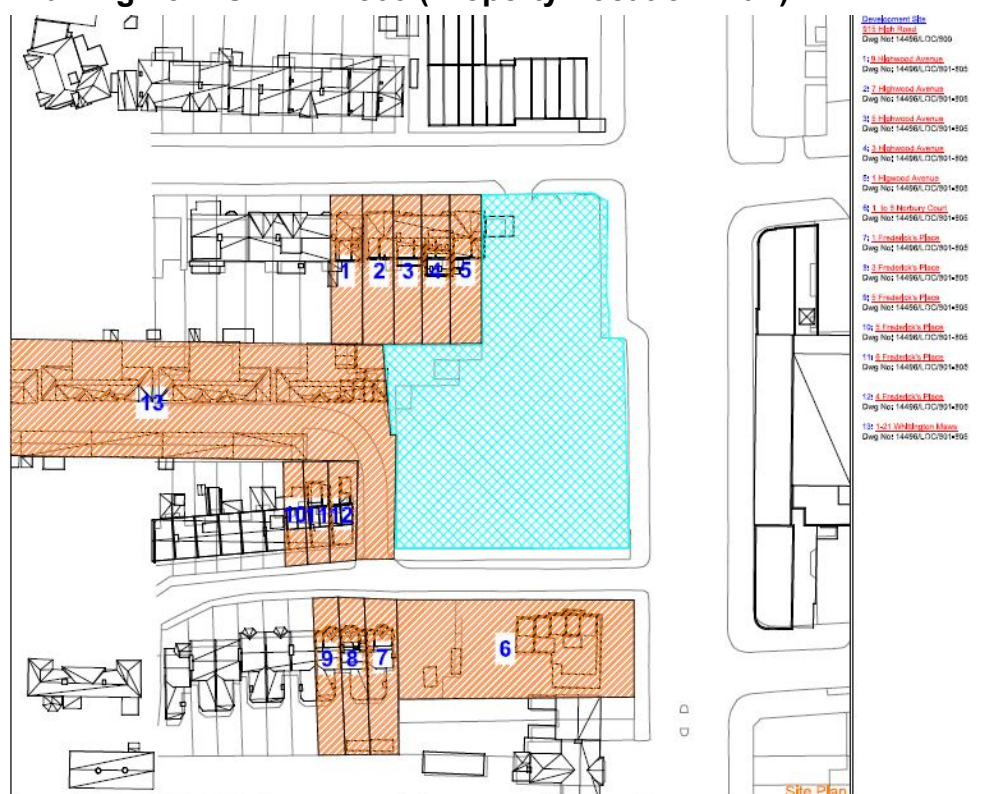
- 7.33 Policy DM01 of the Barnet Local Plan states that development proposals should be designed to allow adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.



## Daylight, sunlight and overshadowing

- 7.34 The proposed auditorium will have a building wall height of 4m and a total height of 10.75m. Auditorium will be located 5.8m from the rear (west) boundary wall, 14.6m from the side elevation of the nearest property along Fredrick's Place, 11.5m from the neighbouring side elevation of the property in Whittington Mews and 28.4m from the rear elevation of the properties along Highwood Avenue to the north.
- 7.35 A Daylight, Sunlight and Overshadowing Study was carried out by Delva Patman Redler Chartered Surveyors and was submitted as part of the application documents. The report confirms that the assessments were carried out in accordance with BRE Report BR209: 2011 Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice. However the BRE documents and methods are only a guideline and do not form part of formal adopted policy. Planning officers can use the BRE guidelines to help inform the assessment in terms of daylight/sunlight impacts.
- 7.36 The following residential properties with windows and gardens facing the application site were assessed:
- 1 - 8 Norbury Court
  - 1,3 & 5 Fredrick's Place
  - 4,6 & 8 Fredrick's Place
  - 1,3,4,7 & 9 Highwood Avenue
  - 1 - 4 Whittington Mews
- 7.37 A geographical map of the location of these properties is shown in the drawing below:

### **Drawing no: LOC/DAY/800 (Property Location Plan)**



- 7.38 Prior to assessing the impact from the proposed development, an analysis of the existing daylight, sunlight and shadowing levels enjoyed by the neighbouring residential amenity has been undertaken in order to provide a baseline against which the impacts arising from the proposed development can be assessed.
- 7.39 The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within the document it is set out that there three tools to assess daylight: Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF).
- 7.40 The target value for VSC for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value. The daylight assessment carried out indicates that of all of surrounding residential windows assessed would have a VSC of over 27% and that they will not experience a noticeable loss of daylight.
- 7.41 For NSL, the target value for potential good daylighting is 0.8 times is former value. The daylight assessment carried out indicates that of all of surrounding residential windows assessed would meet the NSL values and that they will not experience a noticeable loss of daylight.
- 7.42 A room may be adversely affected if the ADF is less than 1% for a bedroom, 1.5% for a living room or 2% for a kitchen. The daylight assessment carried out indicates that all of the surrounding residential windows assessed would not experience adverse ADF values.
- 7.43 In terms of sunlight, BRE guidance recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed case should be at least 25% of the total available including at least 5% in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period. The results from the sunlight assessment carried out demonstrate that the APSH for the surrounding properties would be equal to or greater than the target values of 25% and 5% respectively indicating that sufficient light from the sky would reach the windows.
- 7.44 The assessment also considers the overshadowing impact of the development. The overshadowing study demonstrates that all of the residential gardens surrounding the application site would receive at least 2 hours of direct sunlight on over 50% of the 21<sup>st</sup> March. This is in accordance with BRE guidelines.
- 7.45 In summary, taking regard to the above assessment and in the opinion of Planning Officers, Officers are satisfied that the daylight and sunlight analysis demonstrates that the sunlight and daylight levels would not be detrimentally impacted by the proposed development. The proposed development would not result in adverse levels of overshadowing.

#### Outlook

- 7.46 Taking into account that the footprint of the auditorium is set in from the northern and western boundaries and that the eaves height of the auditorium would measure 4m, it is considered that the proposed development would not cause any unacceptable loss of outlook for existing and future neighbouring residential

occupiers. Windows on the auditorium would only be found on the ground floor and therefore Planning Officers do not consider that there would be an unacceptable impact on neighbouring properties in terms of light pollution.

#### Privacy and overlooking

- 7.47 There are proposed to be large windows located on the side elevations of the auditorium facing onto Fredrick's Place and Highwood Avenue. Considering that there is a public road to the south and a large separation distance to the rear elevations of properties along Highwood Avenue, it is considered that these elevations would result in any unacceptable levels of potential overlooking. There are two narrow, full height windows on the rear elevation facing on Whittington Mews but these are proposed to be installed with obscure glazing.

#### Noise and disturbance

- 7.48 An Acoustic Assessment has been submitted with the application to undertaken and assess the acoustic implications of the proposed development. The report assesses the impact of the proposed development in the short term, when the church initially moves into the building and in the long term, following the completed construction of the rear auditorium.
- 7.49 While there will be other smaller group activities occurring throughout the week, mostly during the daytime and some in the evening finishing up to or shortly after 10pm, the main and most intensive use of the site will occur on Sundays. There are 4 proposed services, starting at 8am (typically 10-15 people) and the other three services starting at 09:30am, 11:30am and 19:00pm. It is expected that the evening service would typically finish around 9pm, with the majority of people leaving between 20:30pm and 21:30pm.
- 7.50 Within this report, there are three main areas that formed the focus of the assessment:
- Noise breakout from the building and the implication on nearest residential properties. The church use amplified music and audience participation in its services;
  - Potential increase in noise from change as a result of the mechanical services strategy for the building with the change of use and proposed extension;
  - Noise from potential intensification of use of open ground level car park during church services including Sundays.
- 7.51 The report assumes that the main worship space will be principally used for amplified music and speech, with unamplified singing from the congregation during services.

#### Temporary Use – Prior to construction of auditorium

- 7.52 If permission is granted, the church would initially move into the building and utilise the existing footprint. A number of alterations would take place to the front elevation and internal layout. At this stage, when assessing the surrounding area, the nearest

windows of residential properties in Whittington Mews and Fredrick's Place are located approximately 23-25m to the north-west and south-west of the rear façade of the worship space. The report acknowledges that the first floor windows of these properties will have the most sensitive position for the purposes of the assessment as they would have a view over boundary walls and fences. The assessment also includes the impact on the gardens. At this stage, the worship space which will be located in the rear and south wings will retain its current ventilation strategy, to be mechanically ventilated and therefore no windows to the worship space on this façade need to be openable.

- 7.53 In terms of music noise, calculations have been carried out and found that the noise levels would meet the desirable noise levels for sleeping and resting, stated within the standard, during the normal operating hours for the church. The nearest gardens are also found not be detrimentally affected. A second standard was also applied for this assessment, and while strictly not a best fit approach for break out noise, it also confirmed that there would be a low impact.
- 7.54 At the initial move in stage, the report states that there is no requirement to increase the number of Air Handling Units (AHU) and the existing operational requirement remains unaltered by the change of use. However, it is recognised that the increase load on Sundays could require the AHUs to operate at a higher level than currently used for the existing use. The report acknowledges that this intensification will need to be taken into account. A small air source heat pump is proposed to be installed for the proposed front extension which would have its condenser unit located in the car park at the rear of the building. It is also the intention to internally install a kitchen on the ground floor and therefore a kitchen extract duct is proposed to be taken up to high level on the 3<sup>rd</sup> floor. Assessing these impacts the report noted that there is no noticeable increase or decrease in weekday and weekend background noise levels and have concluded that without intensification of the AHUs, no additional complaints would be likely within the change of use. Taking into account of the separation distance between the proposed location of the new condenser unit and the nearest residential property (32m), it is unlikely to be audible and within the criterion normally applied by the local authority. The proposed kitchen extract would be of a similar distance from the nearest neighbouring property but the report recommends that its noise levels be limited to avoid any cumulative effects.
- 7.55 At present there is no restriction on the current use of the rear ground floor car park. With the proposed development, it is likely that during the initial move that the car park will be used during church service times with a probable intensification of use on Sundays. The assumption that all spaces (approximately 25) in the car park could be used in all four Sunday services has been applied to the assessment of this element. With reference to the transport assessment, and assuming that 5 of the basement spaces available would already be taken up by staff, it is estimated that cars would use approximately 70% of the spaces allocated to the south wing for the 9:30 service and all the demised spaces during the 11:30 and 19:00 service. The conclusions from the predicted noise levels from the car park illustrate that on Sundays the use of car park is not likely to result in a significant loss of quality of the existing noise climate.
- 7.56 At the initial move in, all visitors (other than those entering by vehicle via the car park) will enter and exit through the proposed new entrance on High Road. There would be an internal lift serving the basement car park. There would be no side exit doors other than those required for emergency.

### Completed construction of rear auditorium

- 7.57 Once completed the auditorium will serve as the primary worship space. The report acknowledges that there are a number of implications compared to the initial temporary move in:
- Closer proximity of new build extension to residential properties;
  - Additional AHUs for worship space; and
  - Reduced external parking (reduces potential parking noise)
- 7.58 With the auditorium completed, the distance to neighbouring properties is reduced. The nearest windows in the nearest residential property in Whittington Mews is approximately 13m. The report notes this is the receiver likely to have the lowest background noise levels and has been used as the worst affected for the purposes of this element of the assessment. The worship space will have its own supplementary air handling unit and be mechanically ventilated. Therefore there is no need to have openable windows to the auditorium extension. The escape door will have a high acoustic specification with full perimeter seals. Therefore there will be no openings that would results in adverse noise leakage.
- 7.59 In terms of music noise breakout, it is predicted that the noise levels will be lower than the initial occupation and would represent an improvement. The conclusion of this assessment is that there is unlikely to be significant adverse impacts as the new build extension can be designed that such music breakout levels are below the existing background noise levels.
- 7.60 The auditorium would require a new air handling plant which is proposed in be installed within the basement, towards the north side of the extension. Its location is unlikely to cause any significant noise disturbances.
- 7.61 The rear car park would no longer exist once the auditorium is constructed, with the exception of 2 car parking spaces located to the north. Therefore it is considered that the use of the car park on Sundays is not likely to result in a significant loss of quality of the existing noise climate.
- 7.62 The construction of the auditorium does not alter the movement of people into and out of the site, with the main entrance on High Road. While the auditorium would increase the capacity of those on site at any one time, the report considers that the noise from conversation and footfall would not be significant in the context of the relatively high levels of road traffic on High Road.

### Other potential noise impacts

- 7.63 The church has an obligation to have a bell on the outside of the building. The report states that the intention to ring the bell would not be on a regular basis. Currently the bell is used infrequently in the past for on special occasions less than once per month. The report argues that the infrequency of its use and that it would only be rung during daytime hours, it is unlikely that it would result in detrimental noise impacts.

- 7.64 In relation to the existing occupiers of the north wing, the report notes that where the two wings are proposed to be connected, there are a series of non-sensitive spaces such as toilets, lift shafts and the stairwell. It is argued that the majority of noisy activity would occur outside of normal working hours and therefore the risk of disturbance to the office accommodation is low.

#### Assessment of noise information

- 7.65 The Council's Environmental Health department have reviewed the submitted Acoustic Assessment and is satisfied with the findings of the report and the mitigation measures proposed. The acceptance of the proposed development is conditional on a number of conditions being applied to any planning permission for the restriction of hours of use and further noise surveys.

#### Conclusion

- 7.66 Having regard to all of the above, Planning Officers consider that the development, subject to conditions, would not result in an unacceptable impact on the residential amenity of the neighbouring residential occupiers in line with Policy DM01. This conclusion would also meet the requirements of Policy DM14 (Community and education uses) which expects new community uses to protect the amenity of neighbouring residential properties.

### **Transport and Highways**

- 7.67 Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan documents sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads, within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

#### Accessibility

- 7.68 The application site (Solar House) is located on the west side of High Road, which is classified A1000 and is a main route towards the A1 to the north and North Circular to the south.
- 7.69 There is an existing vehicular access into the site from Highwood Avenue which provides access to the ground level and underground parking areas. At present the car parking areas are secured via an intercom controlled gate. The application site currently consists of 73 car parking spaces of which 24 are located on the ground level parking area to the rear and the remaining 49 are located in the basement parking area which is reached by a ramp within the site area.
- 7.70 There are a wide range of bus services provided from the northbound and southbound bus stops located along High Road (A1000). The nearest bus stops are

located approximately 150m (northbound) and 60m (southbound) with further routes and services provided beyond these distances. The local bus stops serve the following routes – 82, 125, 134, 221, 263, 326, 383 and 460.

- 7.71 Woodside Park London Underground (LU) station is on the High Barnet branch of the Northern Line and leads to High Barnet to the north and central London to the south. The station is located approximately 850m from the application site along High Road and Woodside Park Road and would represent a 10/15 minute walk to the application site.
- 7.72 Using TfL's online WebCAT tool, the Public Transport Accessibility Levels (PTAL) rating for Solar House is 2, which is generally described as a poor level of accessibility. The PTAL is graded from 1 for poor accessibility to 5/6 for excellent accessibility. Reviewing the online tool also reveals that the rating improves to 3 around 100m south of Solar House and reaches 4 around 200m south.
- 7.73 The application site is currently located within an 'All Day' North Finchley Residential Controlled Parking Zone (CPZ), which operates from Monday to Saturday 9am to 5pm. 'Pay by Phone' parking bays are also in operations on High Road frontage the site and on Highwood Avenue from Monday to Saturday 8am to 18.30pm.

#### Proposed church activities

- 7.74 The Activities Management Plan (AMP) provides details of the proposed church activities. It is intended that the maximum building capacity would be 700 people, with a maximum 500 located in the auditorium and 200 elsewhere within the building. The 200 elsewhere would typically on a Sunday consist of children and young people.
- 7.75 On a weekly basis, the current highest number of attendees attending church at any one time is on a Sunday. This is expected to be continued after the proposed move, where it is proposed to have up to 4 services, with a capacity of no more than 700 people. Larger events which may fall outside of Sunday and where it is expected that a high number of people may attend are:
- Services at Christmas and Good Friday;
  - Large weddings and funerals;
  - Summer and Autumn festivals and Fundraising events; and
  - Conferences.
- 7.76 The following table has been taken from the submitted AMP which illustrates the current peaks in travel demand for regular (weekly or monthly, rather than one off) services and other activities, including non-religious activities, at St Barnabas, which generally involve in excess of 20 people.

**Table 1: Major Existing Regular (Weekly/Monthly) Services (with 20+ people)**

Day	Service/Activity	Times	Average 2015 Attendance

Sunday (weekly)	Morning Worship, Tots Church, Mini Church & Kids Church	09.30 – 11.00	218
Sunday (weekly)	Morning Worship, Tots Church, Mini Church & Kids Church & The Sunday Session	11.30 – 13.00	313
Sunday (weekly)	Evening Worship	19.00 – 21.00	115
Tuesday (weekly)	English Conversation class	10.00 – 12.00	25
Tuesday (weekly)	Alpha Course	19.30 – 22.00	30
Wednesday (weekly)	Toddler Group	09.30 – 11.30	70
Thursday (weekly)	N12 Women	09.30 – 12.00	22
Thursday (weekly)	N12 Community Choir	19.30 - 21.30	18
Friday (weekly)	Toddler Group	09.30 – 11.30	55
Saturday (monthly)	Equip School of Theology	09.00 – 13.00	35
Saturday (monthly)	Equip School of Leadership	09.00 – 13.00	16
Wednesday (once a term)	Central Prayer Meeting	20.00 – 22.00	100
Saturday (once a term)	Men's Breakfast	09.30 – 11.00	35
Saturday (once a term)	Oasis Women's Event	09.30 – 13.00	33
Saturday (twice a term)	Who Let the Dads Out	09.30 – 11.00	22
Monday (every other month)	PCC Meeting	07.30 – 10.00	25
Midweek (monthly)	Missional Community Meeting	19.30 – 22.00	30

7.77 The next table illustrates events that occur less frequently, such as once or twice a year:

**Table 2: Less Frequent Existing regular (Weekly/Monthly) Services/Events (with 20+ people)**

Day	Service/Activity	Times	Average 2015 Attendance
Saturday (Twice a year)	Autumnfest and Springfest	14.00 – 16.00	500
Saturday (Twice a year)	Senior Citizens Tea (Christmas and Easter)	15.00 – 17.00	100
Saturday (Once a year)	Ceilidh	19.30 –	100



year)		22.30	
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7.78 There are also other services and activities at the church that can attract in excess of 100 people as detailed in the below table. These activities appear to take place at Good Friday and Christmas.

**Table 3: Major Existing Regular Easter & Christmas Services/Events**

<b>Day</b>	<b>Service/Activity</b>	<b>Times</b>	<b>Average 2015 Attendance</b>
Good Friday	Time at the Cross	11.30 – 13.00	405
Good Friday	Time at the Cross	14.30 – 16.00	275
Weekday	Northside School Carol Service	10.00 – 12.00	130
Sunday	Christmas Tree Lighting	16.30 – 18.30	100
Sunday	Family Christmas Party	09.30 – 11.30	250
Sunday	Nativity and Carols	11.30 – 12.30	400
Sunday	Carols by Candlelight	17.30 – 19.00	375
Sunday	Carols by Candlelight	20.00 – 21.30	425
Christmas Eve	Christingle	16.00 – 17.00	275
Christmas Eve	Christingle	18.00 – 19.00	275
Christmas Eve	Carols and Communion	23.00 – 00.30	350
Christmas Day	Christmas Celebration	10.30 – 11.30	300

7.79 The Transport Assessment (TA) states that the events in the above Table 3 are generally one-off annual events rather than regular weekly or monthly events and therefore a specific Event Management Plan will be produced to target the particular attendance for each individual event, or series of events on a specific day, with particular reference to the Faith Travel Plan document.

7.80 The Church also caters for weddings and funerals, where the attendance can be in excess of 100 people. Most weddings tend to be on a Saturday afternoon, and most funerals are usually on a weekday during day hours. The attendance at these events is likely to be different at each event and therefore the appointed Travel Plan Coordinator (TPC) will prepare a separate Event Management Plan for each event.

7.81 Other regular meetings such as Bible Study, Alpha Course, Barneys Toddler Groups, Community Choir, The Equip School of Theology and other meetings all generally take place on a weekday outside of the normal peak periods and attract less than around 50 attendees. One exception to the above is the once a term Central Prayer Meeting which currently attracts around 100 attendees. The Central Prayer Meeting occurs on a Wednesday and only three times a year (once a term).

It starts at around 8pm and finishes at around 10pm and there are likely to be no other events which are also undertaken at the same time. Arrivals to this event are however likely to be outside of the normal PM peak period and there is likely to be sufficient car park space at Solar House, on the High Road in the public spaces and in the public off-street car parks to accommodate all of the attendees.

- 7.82 The conclusion drawn from the church activities is that as indicated in Table AMP, the maximum regular travel demand is likely to be on a Sunday between 11.00am and 11.30am. This is when the first morning worship group are departing and the second morning worship are arriving. There will also be a lesser 'peak' between 13.00 and 13.30 when the second (and larger) morning worship congregation are departing. It is anticipated that broadly the same range of activities will take place at Solar House as the existing Holden Road site with some growth in attendance numbers and some new activities.

### Trip Generation

- 7.83 The Transport Assessment (TA) stated that the Industry Standard software TRICS could not be used to determine the trip rates as the sites available on the database were not considered comparable to the St Barnabas Church operation. Therefore the TA undertook the determination of the number of person and vehicle trips to St Barnabas from the first principles by examining the existing and proposed events and activities undertaken by the church.
- 7.84 Mode split travel surveys were undertaken during November 2014 and April 2015 including arrival and departure surveys undertaken in February 2016 were applied to the church's own growth predictions to arrive at likely future scenarios for the church.
- 7.85 As per the submitted TA, the peak trip times for the place of worship is likely to be around mid to late morning on a Sunday whereas the peak periods on the local roads are likely to be weekdays 07.00 to 09.00 and 16.00 to 19.00.
- 7.86 The greatest effect of the church relocation as detailed in the TA is likely to be on a Sunday, probably between 11.00 and 12.00 when one service has just finished and another is about to start which is unlikely to coincide with highway network peaks. The weekday peak is likely to be during 07.00 to 09.00 and 16.00 to 19.00.
- 7.87 Therefore it is likely that during the weekday AM peak period, the trip generation/attraction by the church will be less than what would be expected from a continued full office use at Solar House. This is that if Solar House was to be fully occupied and utilised for its existing B1 (office) use, the trip generations would be greater than the expected trips identified in the submitted Activities Management Plan. The TA therefore has assessed primarily the weekday PM peak period (17.00 to 18.00) and also on the Sunday peak period as 11.00 to 12.00 at the changeover between the two best attended services.
- 7.88 The TA states that the existing location of the church is within 800m to the proposed location in Solar House, and therefore most, if not all, of the current vehicle trips will simply transfer to the Solar House location from Holden Road and are likely to already be on the wider and local highway network. Therefore while there may be some marginal differences at particular junctions, with slight increases or decreases

in total traffic flow, the overall effect on the local highway network at the time of the changeover is likely to be broadly neutral.

- 7.89 The consultants have also stated in the TA that the existing location of the Church is within 800m to the proposed location in Solar House, and therefore most, if not all, of the current vehicle trips will simply transfer to the Solar House location from Holden Road and are likely to already be on the wider and local highway network. Therefore while there may be some marginal differences at particular junctions, with slight increases or decreases in total traffic flow, the overall effect on the local highway network at the time of the changeover is likely to be broadly neutral.

*Existing church use surveys*

- 7.90 The applicant undertook surveys to establish the travel patterns of the existing church user as follows:

- A survey of the Sunday congregation was undertaken on Sunday 16 November 2014 as shown in Table D below and was centred on the 11.30 morning service for that day, as this was considered to be the busiest service of the week.
- Surveys at two Toddler Group meetings undertaken on Wednesday 12 and Friday 14 November 2014 as shown in Table D below.
- A survey of all staff movements for a week undertaken in April 2015 (13 – 20 April 2015) as shown in Table 4 below.

**Table 4: 2014 Travel Survey Results (Sunday 16 November 2014)**

Mode	Split	Number of visitors
Car alone	5.5%	16
Car share as driver	24.7%	72
Car share as passenger	55.0%	160
<b>Sub Total Car</b>	<b>85.2%</b>	<b>248</b>
Bus	3.1%	9
Underground	3.4%	10
<b>Sub Total Public Transport</b>	<b>6.5%</b>	<b>19</b>
Bike	0.0%	0
Walk	8.2%	24
Motorcycle	0.0%	0
<b>Total</b>	<b>100%</b>	<b>291</b>

- 7.91 The results of the survey indicated as follows:

- Approximately 85.2% (248) of the Sunday congregation travelled to St Barnabas by car which comprised of 5.5% (16) travelling alone by car and 79.7% (232) car sharing.
- This equates to 30.2% of the congregation currently being car drivers.
- Therefore the average car occupancy is approximately 2.8 people per car.

- Approximately 8.2% (24) of the congregation walk;
- 6.5% of the congregation travel by public transport to St Barnabas.

7.92 The results from the Barneys Toddler Group Baseline Survey (12 & 14 November 2014) are shown in Table 5 below (Adult attendees only)

**Table 5: 2014 Toddler Group Travel Survey Results (Wednesday/Friday 12/14 November 2014)**

Mode	Split	Number of adult visitors
Car Driver	48.5%	17
Walk	40.0%	14
Bus	11.5%	4

- 7.93 The details submitted in the TA states that the two Toddler Group surveys (12 & 14 November 2014) together involved some 35 parents with around 50 children and showed that just less than half the parents attending 17 (48.5%) drove to the group, 14 (40%) walking and 4 (11.5%) using public transport.
- 7.94 The TA further ascertained from the results of the survey that most of those attending Barneys Toddler Group, 23 (65.7%) of the adults lived within 1 mile of the church, with around 60% of those walking to the group, while a further 9 (23%) adults lived within 1 to 2 miles of the church.
- 7.95 The applicant has stated that of the all church and other outside activities undertaken at St Barnabas, it is likely that Toddler Group meetings will be the biggest attractor during the day on a weekday (Wednesday & Friday). Further examination of the St Barnabas church timetable indicates that there are no other activities being undertaken at the church while the Toddler Group is on.
- 7.96 Other weekday daytime activities undertaken at St Barnabas include Bible study classes, English conversation classes and a Wednesday Afternoon club for senior citizens. However all these attract fewer attendees than the Toddler Group and also do not occur at the same time as each other or the Toddler Group and therefore would have less effect.

#### *Staff travel*

- 7.97 Staff travel surveys were undertaken from 13-20 April 2015 over the whole week which included all known staff trips over the week. The results of the survey are shown in Table 6 below:

**Table 6: Staff Travel Survey Results (13-20 April 2015)**

Mode	Split	Number of Staff Trips
Car (alone)	39.4%	54
Car (share)	5.1%	7

Bus	4.4%	6
Underground	8.0%	11
Bike	4.4%	6
Walk	32.8%	45
Quad Bike	5.8%	8

- 7.98 It is stated within the TA that following the move to Solar House, it is expected that this modal split will, initially at least continue for the staff.

*Retained office use*

- 7.99 Using the Industry standard TRICS Database, the trip analysis for the retained office use at Solar House indicated 21 trips in and 2 trips out in the AM Peak and 2 trips in and 21 trips out in the PM Peak. The TA states that these trips are already occurring at Solar House and would have already been accounted for within the 'existing' situation traffic count and have therefore not been added to the proposed trips.

*Previous office use*

- 7.100 It is stated within the TA that although the development proposal is to change the use of the south wing of Solar House from B1 to D1 (Place of Worship), the south wing could potentially be brought back into use as B1 office space without any new planning consent being required. The predicted peak hour trips associated with the church use should therefore be compared with the level of vehicular trips that could be expected at the same time if the office use was fully operational.
- 7.101 The trip generation for the existing B1 (Office) use was calculated using the TRICS database, as above that were previously utilised for the retained office element. The predicted traffic flows was assessed as 40 vehicles in and 3 vehicles out in the weekday AM Peak and 3 vehicles in and 39 vehicles out in the weekday PM Peak for the area of the south wing that was previously in B1 office use (2,590 sqm).
- 7.102 The TA states that these trips should be offset against the likely trips from the proposed church use at Solar House during the weekday AM and PM peak periods and with only 30 parking spaces available initially, rising to 40 by 2022. It is therefore likely that the church will generate less traffic movements during the weekday AM and PM peak hour periods when compared to the fully occupied existing office use.

*Future St Barnabas Church situation*

- 7.103 The main reason given for St Barnabas relocating to Solar House is that they have effectively outgrown their current facilities on Holden Road and are continuing to grow. The move to Solar House will therefore allow St Barnabas to further grow into the future.
- 7.104 The TA states that St Barnabas regularly monitors attendance at its various activities and has historical data both on the average and likely maximum attendances. The existing capacity of the church on Holden Road is approximately

350 at any one service and the existing pattern of worship reflects this capacity, with 2 major services held on a Sunday at present. Average attendance is generally about 70% of capacity, with maximum attendance being reached on special occasions such as Christmas, Easter etc.

- 7.105 According to the Church's own attendance data in 2015 there were, on average, 225 adults and 88 children at the 11.30 service equating to 60% adult and 40% children attending the church services.
- 7.106 The auditorium at Solar house is proposed to accommodate a maximum of 500 seated adults. The TA makes the assumption that all of those in the auditorium would be adults, with the accompanying children occupied at their own ministries elsewhere within Solar House.
- 7.107 Therefore a full adult attendance of 500 adults with the above adult to children ratio of 60% adults and 40 % children would result in 200 children attending the church resulting in a total of church attendance of around 700 at the 11.30 service.
- 7.108 However, the church has stated that when the maximum attendance gets to within 80% of that figure (around 600 including children) they are likely to provide an additional Sunday service, most likely in the afternoon, ie after 13.00, which would split the attendance. Therefore attendance of 700 at the 11.30 Sunday service is the worst case scenario.

**Table 7: below shows the predicted attendance numbers for the Sunday services**

<b>Day</b>	<b>Service/Activity</b>	<b>Times</b>	<b>Predicted Attendance</b>
Sunday (weekly)	Morning Worship, Tots Church, Mini Church & Kids Church	09.30 – 11.00	484
Sunday (weekly)	Morning Worship, Tots Church, Mini Church, Kids Church & The Sunday Session	11.30 – 13.00	700
Sunday (weekly)	Evening Worship	19.00 – 21.00	253

- 7.109 The church has stated that whilst this is a 'maximum' attendance, in reality it is likely that when the attendance reaches around 600 an additional afternoon service will be started to assist in spreading out the attendance over the course of the day.

#### *Predicted trips*

- 7.110 The TA has predicted using the future modal split from the accompanying Travel Plan, which includes small percentage increases in those walking, cycling and using public transport and therefore a slightly lower overall car use of 27.8% car drivers in 2022 compared to 30.2% car drivers in November 2014. An expanded Sunday

morning congregation of 484 for the 09.30 service is likely to produce around 135 cars based on the car occupancy rate as in November 2014.

- 7.111 Of the 135 cars trips, 27 of these are likely to be parking at Solar House with around 108 vehicles seeking parking on either public highway or public car parks in the vicinity of the site such as Lodge Lane car park. It has been assumed that these vehicles will all leave in the hour between 11.00 and 12.00.
- 7.112 The 11.30 service could result in 700 attendees arriving as a worst case scenario. With the same modal split as used above for the 09.30 service (27.8% car drivers), around 195 vehicles are likely to arrive in the vicinity of Solar House all arriving in the hour around the start of the service (i.e. 11.00 to 12.00).
- 7.113 Of the 195 cars trips, 27 of these are likely to be parking at Solar House with around 168 vehicles seeking parking on either public highway or public car parks in the vicinity of the site such as Lodge Lane car park.
- 7.114 The TA states that this 'worst case' assessment is unlikely to occur in reality as the actual arrival profile is more spread out than that assumed in the assessment as the church will introduce a further Sunday service when the congregation reaches 80% of maximum capacity.

#### Parking Provision

- 7.115 On site, once the auditorium is constructed, there will be a total of 56 parking spaces including 2 disabled spaces provided within the basement and 2 at the rear ground level. 30 of the 56 spaces will be retained for the use, with the remaining 26 spaces allocated to the retained office use. It is intended that the parking allocation within the basement will be increased for the church once the current office lease expires in 2022 where it is proposed to increase the church provision by 10 spaces (40 in total). It is proposed that the church will operate a permit system for parking at Solar House.
- 7.116 The applicant undertook an initial parking beat survey to ascertain the current parking availability on street parking and the Lodge Lane car park.
- 7.117 A parking beat survey was undertaken on Friday 24 April 2015 between 11.00 and 12.00 and between 17.00 and 18.00 to ensure that the times of the survey correspond to the times of highest parking demand for the St Barnabas church use, particularly on a Sunday.
- 7.118 The table 8 below summarises the number of parking spaces available in the close vicinity of Solar House and the parking taking place.

**Table 8: Observed vehicle parking in the area around Solar House (April 2015):**

Location	Total spaces	Friday 11am	Friday 5pm	Sunday 11am
High Road Public Parking	67	36	41	18

Lodge Lane Car Park	232	2	94	134
Woodside Park Station	149	n/a	n/a	120
Totals	448	38	135	272

7.119 The table 9 below shows the number of parking spaces available in in Fredrick's Place and Highwood Avenue during weekdays and on Sunday.

**Table 9 Observed vehicle parking on Fredrick's Place and Highwood Avenue (April 2015)**

Location	Total spaces	Friday 11am	Friday 5pm	Sunday 11am
Fredrick's Place	30	9	8	4
Highwood Avenue	50	27	18	9
Totals	80	36	26	13

7.120 Table 9 above shows that while spaces are available on these streets during the weekday morning, many of these are covered by the CPZ and are therefore only available for residents with a permit to park in. During the hours the CPZ is in operation (Monday to Saturday 9am to 5pm) there is no public parking available on Fredericks Avenue and only 9, pay by phone, spaces on Highwood Avenue.

7.121 Outside of the CPZ restrictions weekday evenings and Sunday it could be possible for visitors to the church to park on these, and other local streets. Therefore, the church has proposed a parking management plan as follows to deal with the likely overspill parking.

7.122 The applicant was requested to undertake further parking beat surveys to include the evenings and Sunday to ascertain the existing parking stress on roads in the vicinity of the development site outside the CPZ operational times as follows:

*Overnight parking surveys on Thursday 01/12/2016 and Wednesday 07/12/2016:*

7.123 The parking beat survey indicated that Finchley Park, Avenue Road, Fredrick's Place and Highwood Avenue suffered parking stress above the 85% threshold.

*All day parking beat survey on Sunday 04/12/2016*

7.124 The roads most affected by parking stress above the 85% thresholds throughout the day in the vicinity of the site were as follows:

- Finchley Park;
- Avenue Road;
- Fredrick's Place;
- Highwood Avenue;
- A1000, High Road in the vicinity of the site to lesser extent.



*Evening Parking Beat survey on Tuesday 06/12/2016 from 17:00hrs to 22:00hrs*

7.125 The roads affected by parking stress above the 85% at certain times during the survey times were as follows:

- Britannia Road;
- Finchley Park;
- Avenue Road;
- Fredrick's Place;
- Highwood Avenue;

*Evening Parking Beat survey on Wednesday 07/12/2016 from 17:00hrs to 22:00hrs:*

7.126 The Parking Beat surveys indicated that the parking pressure on roads in the close proximity of the site was well below the 85% thresholds during the survey times on Wednesday. Only the Avenue Road between 17:00hrs and 17:30hrs and Britannia Road between 21:30hrs and 22:00hrs where the parking pressure was observed above the 85% thresholds.

Dropping off Activity:

7.127 Further concerns were raised by the Council's Traffic and Development team regarding the dropping off of congregation members at Solar House on Sundays and the impact this may have on the local roads, in particular Highwood Avenue located adjacent to the church as this had not been addressed in any detail in the submitted Transport Assessment.

7.128 The applicant therefore reviewed the current dropping off and pick up activity at the church's current location in Holden Road on Sundays to inform the likely dropping off activity that could occur at the proposed site.

7.129 The applicant had also originally undertook Sunday turning counts for Highwood Avenue and the High Road junction, adjacent to Solar House over the same 15 minute period on a Sunday. Only 3 vehicles exited Highwood Avenue and 1 vehicle entered Highwood Avenue, a total two way movement of 4 vehicles was observed.

7.130 Based on the additional survey information the applicant stated the following in relation to the dropping off at Solar House:

- The applicant is anticipating that following the move to Solar House there will be less likelihood of dropping off occurring on Highwood Avenue than at the current church location due to the location of pedestrian entrance being on the High Road and not on Highwood Avenue.
- The TA states that for visitors arriving from the North by car who will be looking to park either on the High Road if spaces are available or continue south to one of the local car parks, that it makes sense to drop off on the High Road whereby passengers would cross using the pedestrian refuge island to the pedestrian entrance to the church on the High Road. It would be counterproductive to drive into Highwood Avenue for these visitors arriving from the north of Solar House.

- For visitors arriving from the South by car would be passing Lodge Lane and the other local car parks prior to arriving at the church where they would be advised to park therefore it would not be convenient to drop off visitors at the church and then return to the car parks to park, contrary to the current situation at Holder Road where the congregation are mainly looking to park on Holden Road and therefore passing the church is convenient.

7.131 Following a further meeting with Highway officers further surveys were requested and undertaken on Sunday 26th February 2017 and included a parking survey of the current number of drop-offs at the existing church location, turning counts at the junctions of Highwood Avenue and the High Road, and the junctions of Limes Avenue and Woodside Grove, and Woodside Grove and the High Road.

- The peak period for dropping off outside the existing church was identified from the surveys to be 11:30 to 11:45 associated with late arrivals for the 11:30 service.
- The current level of traffic dropping off outside of the existing church over this period was assessed to be 12 vehicles. This was increase on a pro-rata basis to 24 vehicles (assuming the service size could increase from the current of 300 to a maximum of 600 the limit at which a new service was to be introduced). A further 10% provision was added to reach a maximum upper limit of 26 vehicles as a 'worst case' scenario. The basement car park for the church has the capacity to accommodate 40 parking spaces. The TA has stated that 36% of the congregation arrive 0-30 minutes after the service start time, which is equivalent to 18% over the 15 minute period. This equates to 7 additional vehicles entering the church basement car park over the same period. Therefore the total traffic entering Highwood Avenue was modelled for 33 vehicles over the 15 minute period. The consultants therefore have concluded that of these additional 7 vehicles entering the basement car park, and the remaining 26 vehicles loop back onto the High Road to travel south towards Lodge Lane or another car park location. The applicants have advised that on Sundays and on days of larger events, there will be church attendants on the streets to direct vehicles to public car parks and advise not to park within the streets.
- In addition to the traffic counts the transport consultants also undertook a parking beat survey on Highwood Avenue, Limes Avenue and Woodside Grove. The results of the parking beat identified that throughout the morning very little activity occurred on the residential roads, and other than an occasional vehicle giving way to another vehicle as a result of the parking along both sides of much of the length of the streets, that no issues occurred that would require further examination. Over the hour of 11:00 to 12:00 which includes the peak time for dropping off for the church, only on three occasions did a vehicle have to wait to allow another vehicle to pass.

7.132 Therefore the consultants have stated that considering the above survey results and results of the junction modelling the small number of additional vehicles onto Highwood Avenue is unlikely to result in any significant delay for existing residents; especially considering the low number of vehicles currently using Highwood Avenue (a total of 6 vehicles were recorded between 11:30 and 11:45) and other local streets on a Sunday when the main church services will occur.

Parking Management Plan (PMP):

7.133 In order to manage the possibility of staff or the congregation parking in the local residential streets, St Barnabas has proposed to implement a Parking Management Plan (PMP).

7.134 As part of the PMP there are various initiatives proposed as follows:

- The permit system will be administered by the Travel Plan Coordinator and permits will only be issued to those who need to park close to the church, such as the disabled and infirm or possibly those carrying large items such as musical instruments. All other visitors to St Barnabas will, if they come by car, have to park elsewhere in one of the seven local public off street car parks or publicly available on street parking on the High Road, where at the times when the church has the greatest demand for parking, particularly on Sundays, there are spaces available.
- As part of the process of moving from Holden Road to Solar House St Barnabas will inform their staff and visitors, including the various Sunday congregations, about the parking situation at Solar House, particularly on a Sunday, and will provide a leaflet showing all of the options available for parking close to Solar House, this leaflet will also be available on the church website. This process has already commenced and the Sunday congregations are being regularly briefed on the options that will be available to them following the relocation to Solar House.
- The applicant has stated that the church attendants will be advised to use the local public car parks such as Lodge Lane (222 spaces), Stanhope Road (3 separate car parks totalling 116 spaces), Castle Road (50 spaces) and Woodhouse Road (11 spaces) together with an NCP operated car park at Woodside Park Underground station (141 spaces). The applicant has advised that members of the congregation will be advised of the required parking arrangements through flyers, announcements and the website at the first move and also during various times throughout the year. The church will allocate the parking permits for the proposed spaces on the site.
- Voluntary No Parking Zone for the Church attendants on the residential roads in the vicinity of the site to minimise the impact of the proposal on the local residents.
- St Barnabas will also, provide Marshalls at the entrance to the car park and on Highwood Avenue and Fredericks Place, and elsewhere if required, on a

Sunday, to direct church traffic away from these streets and to one of the more appropriate off street car parks, such as Lodge Lane. Marshalls will also be deployed at specific events like those at Easter and Christmas and at other times, such as weddings and funerals, if required. St Barnabas will deploy the parking Marshalls for as long as necessary.

- Provision of a Travel Plan

7.135 The Council's Traffic and Development team welcome the measures proposed, however, it is unlikely that these alone will fully mitigate the potential detrimental impact on the public highway in the vicinity of the site as the measures proposed are voluntary.

#### Servicing arrangement

7.136 The refuse collection will be maintained as per the existing arrangement of Highwood Avenue. Deliver will be made using the existing facilities available for Solar House.

#### Mitigation

7.137 The proposed voluntary parking controls set out in the submitted Faith Travel Plan are not alone considered adequate within the vicinity of the deal to with any likely overspill of parking that may result from the proposed development, especially on Sundays when the proposed use is likely to have the greatest impact on the public highway. In order to further control and mitigate any potential impacts, the Council's Traffic and Development team has requested that the applicant provide contributions towards the review and extension of the existing CPZ during the weekday evenings and on Sunday. The review would also considered the introduction of new waiting restrictions and review of existing waiting restrictions within walking distance of the site to deal with injudicious parking where required. The contributions sought would involve the implementation of any outcomes of the review.

7.138 Therefore, to ensure that any detrimental impact as a result of the proposed development can be fully mitigated, it is considered necessary to secure contributions under S106 Agreement to provide mitigating measures at follows:

- Submission of travel and contributions toward monitoring;
- Contributions towards the potential review of the existing CPZ and to implement the outcome of the review;
- To apply a limit to the maximum attendees that can be accommodated on site (max of 700 people at any given time);
- Restriction of hours of use;

7.139 In addition, the Traffic and Development team have proposed a number of conditions which are recommended to be attached to any approved planning consent.

#### Conclusion

- 7.140 Having regard to the above and subject to conditions and S106 obligations, Planning Officers consider that the application would be acceptable from a transport and highways perspective and is accordant with Policies CS9 and DM17 of the Barnet Local Plan. This conclusion would also meet the requirements of Policy DM14 (Community and education uses) which expects that there is no significant impact on the free flow of traffic and road safety as a result of new community developments.

### **Landscaping**

- 7.141 An Arboricultural Survey & Impact Assessment to take into account the condition of all trees within the application site. The report confirms that the survey was undertaken in accordance with BS 5837: 2012 'Recommendations for trees in relation to construction (BS5837: 2012). The associated survey was undertaken on 07 January 2016 and accounted for 19 trees in total on the site.
- 7.142 The survey records that there are no Category 'A' or Category 'B' trees within the site and that all trees within the site can be classified at Category 'C'.
- 7.143 The report recommends that trees T1 – T14 are to be retained and appropriate tree protection measures have been recommended.
- 7.144 The survey states that trees T15-T19 which are located on the eastern boundary adjacent to High Road and within raised planter areas are recommended for removal. They were planted within the last 15-20 years and have outgrown their location. The narrow and confined planting area has restricted the trees growth that they generally lean in order to gain light and therefore have unbalanced canopies. Their removal is mitigated by a proposed new landscaping scheme.
- 7.145 There will be a condition attached to ensure that appropriate tree protection measures as detailed within the submitted report are erected before the construction works begin and are retained for the full duration of works.
- 7.146 In terms of new landscaping, it is proposed to plant 3 new trees along the eastern boundary to High Road and existing landscaping along the rear (western boundary) to Whittington Mews will also be increased. In addition to this, the area between the rear wall of the auditorium and the rear site boundary will become a green roof.

### **Refuse and Recycling**

- 7.147 It is proposed to continue to use the existing refuse bin storage facility which is located off Highwood Avenue. The church proposes to retain the 3 x 1100 mixed commercial bins.
- 7.148 In terms of recycling, it is not envisaged that the church use will require a greater refuse disposal compared to the existing use of Solar House.

### **Sustainability**

- 7.149 London Plan policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

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

7.150 London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all major developments to achieve a 40% reduction in carbon dioxide emissions on 2010 Part L Building Regulations. The London Plan Sustainable Design and Construction SPG 2014 updated this target of 35% on 2013 Part L Building Regulations.

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

7.152 Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

7.153 The application is accompanied by a BREEAM pre assessment report which advises that the application will achieve BREEAM 'very good'. The application documents also advise that the proposed development will receive an overall on-site reduction of 35.34% in regulated emissions which meets the London Plan target. The sustainability of the scheme has been assessed by Council officer against the London Plan Hierarchy and a summary is set out below:

#### *Be Lean*

7.154 The existing building fabric is in reasonable condition. The glazing is of particularly good standard for a property of its age. It already benefits from double glazed windows which provide a suitable level of thermal efficiency. The existing walls are of a brick and block construction, on a concrete frame and also thought to be in good condition. By comparison to the existing Holden Road site, Solar House is expected to provide a more air tight and thermally efficient building.

7.155 A new entrance door will be located on the eastern side of the building to ensure separate access between the northern wing and the church. These new doors will include a draught lobby to prevent heat losses.

- All windows to the office areas will be fitted with glare control;
- The auditorium will be constructed from thermal values which exceed Part L 2a requirements, to ensure the design can deliver a thermally efficient building, which is affordable to run.

7.156 The proposals will make use of the existing building, and make necessary upgrades to the building to facilitate its change of use. Preliminary M&E feasibility reviews

have been undertaken to consider the existing plant and building services. The conclusion of those reviews is that the existing systems are generally in good order, and will be able to facilitate the change of use with no further upgrades necessary, save for those required to achieve BREEAM Very Good.

- 7.157 Whilst the mechanical services will be retained and re-commissioned, in order to comply with BREEAM Very Good it is proposed that the lighting within the South Wing is upgraded to LED lighting. The replacement from the existing tungsten filament (T8 lamps) will reduce the energy consumption from the lighting, and is expected to payback within a 14 year period.

#### *Be clean*

- 7.158 The building services are not compatible with a district heating network and no heat network has been identified in proximity to the site. It is not anticipated that the Be Clean stage of the Energy Hierarchy offers potential for CO<sub>2</sub> savings at the site.

#### *Be Green*

- 7.159 It is proposed that the development would incorporate a scheme of PV on the roof of the development to achieve further CO<sub>2</sub> reductions, beyond the installation of efficient lighting. This will be located on the roof of the main building. A 16.7 kWp PV array will be located on the plant roof of the building. Where necessary the roof will be upgraded to allow for increased weight and wind loading. The arrangements for PV on the roof of the building will be defined through further design work with specialist sub-contractors. At this stage an area of 125 sqm of PV is predicted to meet the needs of the development.
- 7.160 The savings in emissions as a result for the upgrades to the building will result in a 35.34% reduction from Part L 2013 for the new build auditorium, and a 33.7% reduction as a result of the refurbishment of the existing building.

#### Water conservation

- 7.161 The proposed development will see upgrades to all existing WCs within the southern wing of the building which is subject to the change of use. The upgrades will see the replacement of the existing inefficient fittings with more modern and efficient types. The following efficiency measures are proposed:
- Staff and Congregation WCs – 4.5 litres dual flush cistern
  - Accessible WCs – 6 litres minute single flush cistern, in accordance with DDA standards.
  - Urinals – 2 litres / bowl / hour with programmed timer controls
  - Hand Wash Basins – 4.5 litres / minute with push tap
  - Shower – 8 litres minute with aerating head
  - Dish Washing Machines – Max 13 litres / cycle A Rated machines
  - All WC blocks will be fitted with shut off switches connected to PIR, which will prevent unnecessary usage out of hours.

- 7.162 The above measures will lead to an estimated 40% saving in water use and will assist to achieve BREEAM Very Good, or 71% of the available water credits within BREEAM. In order to achieve all water credits, the design would need to incorporate Rain Water Harvesting.
- 7.163 The opportunity to retrofit rainwater harvesting within the building has been given consideration. In general the systems are best integrated into new buildings where service runs can be designed into the building. The retrofit of rainwater harvesting is not considered to provide a practical or cost effective solution for the development. Such a system would not generate a payback within the design life of the system, particularly given the relatively low water intensity of the building.

### **Air Quality**

- 7.164 An Air Quality Assessment report has been undertaken and submitted to determine whether the proposed development achieves compliance against National Air Quality Objectives, along with National and Local planning policy.
- 7.165 The report concludes that provided the mitigation measure recommended within the report are implemented during the construction phase, the estimated magnitude of impacts associated with the proposed development, should be negligible.
- 7.166 The Council's Environmental Health Officers have reviewed the submitted document and agree with the mitigation measures proposed for the construction phase and there is no outstanding concerns regarding air quality.

### **Contaminated Land**

- 7.167 A Phase 1 Ground Contamination Assessment was undertaken and submitted to support the prior approval application for the change of use of the south wing of the subject site to residential use. This is still considered to be relevant for the development being proposed.
- 7.168 The assessment concluded that:

*"The results obtained from the Tier 1 Risk Assessment shows that the site is considered to have a Low potential for discrete, localised ground contamination to be present within the former garage area and a Very Low potential for contamination to be present for the rest of the site.*

*Contamination risks in respect of Human Health and controlled waters are assessed as Very Low because the present building structure and hardstanding areas are not being redeveloped, and therefore no new pollutant linkages are being created.*

*It is considered that the proposed change of use from commercial to residential end use can be carried out without undertaking any special measures related to the ground conditions or contamination."*

- 7.169 There have been no changes in use/activity at the subject side or in the immediate surrounding area in respect of potentially contaminated land used this assessment was undertaken. As such the conclusions of the report are considered to remain valid.



7.170 The Council's Environmental Health Officers have reviewed the information and have raised no objections in this regard.

### **Flood Risk**

7.171 Policy CS13 of the Barnet Core Strategy states that "we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels".

7.172 Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

1. store rainwater for later use
2. use infiltration techniques, such as porous surfaces in non-clay areas
3. attenuate rainwater in ponds or open water features for gradual release
4. attenuate rainwater by storing in tanks or sealed water features for gradual release
5. discharge rainwater direct to a watercourse
6. discharge rainwater to a surface water sewer/drain
7. discharge rainwater to the combined sewer.

7.173 A Flood Risk Assessment (FRA) was carried out in support of the application. The FRA confirms that the site is located within Flood Zone 1 which is considered to be an area least susceptible to flooding. Therefore no specific flood management measures are considered to be necessary to protect the development. The Site is not specifically mentioned in the Level 1 SFRA as being at risk of surface water flooding, and there is no record of historic surface water flood risk.

7.174 The Council's Flood Risk and Water Management team have reviewed the submitted information and have considered that the assessments undertaken provide a sufficient assessment of the flood risk at the site. The applicant states that surface water will be managed via the following SuDS features:

- Green roofs (about 17% roof area) and attenuation using storage crates;

7.175 The use of open water features is considered to be an appropriate substitute for not meeting the first priority of the SuDS discharge hierarchy – 'store rainwater for later use.' As such meeting the SuDS discharge hierarchy is considered to be met.

### **Crime prevention / community safety**

7.176 Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.

7.177 The applicant's design team met with a Metropolitan Police 'designing out crime officer and advice was received on the relevant design techniques to be used to ensure that the building is as secure as possible. Measures incorporated are as follows:

- The perimeter will be defined. This will include a retained wall. The existing wall around 2.5m high and the remaining boundary is to be 1.8m;
- Vehicle gates which are existing are around 2.5m to 3m high. They are electronically operated, not easy to climb. These gates will be locked out of hours;
- Each perimeter door will be to an enhanced security standard. This is LPS 1175 sr2 or higher. The main reception will be glazed doors;
- Security doors will be at the internal junction between the offices and the church, also junctions within the stair wells on each floor. Control will also be required on the lifts. The use of encrypted fob control on the lifts is being considered by the applicant;
- The main glass entrance doors on the High Road, the fire exit door on Fredrick Place and the fire doors from the auditorium on the north side need to be constructed to LPS 1175 and SR2 level;
- Lighting to a uniform level will be provided and bollard lighting is proposed; and
- Use of both alarms and CCTV

7.178 A condition requiring the development to achieve Secured by Design accreditation would be attached to any permission.

## **8. Response to Public Consultation**

8.1 **Proposed use is not appropriate in this residential area** – Policy DM13 seeks that new community facilities are located in areas where they are accessible by public transport, walking cycling, preferably in town centre locations or local centres. The application site is located on the edge of the North Finchley Town Centre and is considered to be located in an accessible location.

8.2 **Surrounding area is already overdeveloped** – The proposed scheme has been assessed in relation to other developments in terms of design, amenity, and highways and has been assessed individually by LBB Officers. It is not considered that the proposed scheme in relation to other developments in the vicinity would have a detrimental impact.

8.3 **Local businesses in North Finchley will be adversely affected** – Planning Officers do not consider that the proposed development would have a detrimental impact on the trade and operation of local businesses.

8.4 **Loss of employment facility** – Policy DM14 states that change of use from employment may be considered in strict terms where it has been demonstrated that the site is no longer viable for its existing use and has been marketed for a suitable period. An Economic Statement has been submitted to justify the loss of employment and has been assessed by LBB Officers.

- 8.5 **Overdevelopment of the site** – The layout, siting, design and height has been assessed by LBB Officers and do not consider it to represent overdevelopment of the site. The layout of the proposed auditorium is set in sufficiently from neighbouring boundaries and the main bulk will measure approximately 4m in height which will not be greater in height than the surrounding dwellings. The pitched roof is not considered a dominant structure and only a small area of the roof which rise above the height of neighbouring properties.
- 8.6 **Size of auditorium is inappropriate, will be higher than surrounding building and will have an overbearing impact** – The buildings towards and along the High Road consist of larger 4 and 5 storey developments, with the surrounding residential streets to the north, south and west consist mainly of two storey dwellings.
- 8.7 **Proposed development will cause overshadowing** – LBB Officers have reviewed the overshadowing report that was submitted within the application and agree with its conclusion that there will be no detrimental impact in terms of overshadowing.
- 8.8 **Adverse noise impact from proposed activities and volume of people** – The application has been fully assessed by LBB Environmental Health Officers who considered that the scheme, subject to conditions would not result in unacceptable levels of noise.
- 8.9 **Disruption to the enjoyment of residential amenity** – LBB Environmental Health Officers have assessed the noise and associate music breakout from the proposed building and are satisfied that any associated noise will be contained within the building. The main pedestrian entrance will be located on High Road so there should not be volumes of people
- 8.10 **Social impact on the surrounding area** – A balanced assessment has been undertaken of the proposed development and is not considered to result in any unacceptable social impacts on the surrounding area.
- 8.11 **Increase in crime due to high influx of people** – there is no evidence to suggest that the proposed development will result in increased crime in the area. A condition will be attached to the permission to ensure that the proposed building complies with the necessary security requirements.
- 8.12 **Insufficient parking available on Sundays - Existing parking stress on surrounding streets** – It is acknowledged that there is an existing stress within the surrounding streets. LBB Traffic and Development have recommended that contributions be sought within a legal agreement to investigate a review of the CPZ and restrictions and implement any outcome of the review.
- 8.13 **Existing parking stress on surrounding streets** – It is acknowledged that there is an existing stress within the surrounding streets. LBB Traffic and Development have recommended that contributions be sought within a legal agreement to investigate a review of the CPZ and restrictions and implement any outcome of the review.
- 8.14 **Scope of submitted parking surveys is insufficient** - LBB Traffic and Development team have reviewed the submitted information and are satisfied with the content and methodology of the submitted surveys.

- 8.15 **Other new residential developments in the vicinity have contributed to parking stress and traffic congestion** - The LBB Traffic and Development team have assessed the proposed road safety impact and have not raised any significant objection in regards to this issue.
- 8.16 **Road safety**- The LBB Traffic and Development team have assessed the proposed road safety impact and have not raised any significant objection in regards to this issue.
- 8.17 **Proposed mitigation measures in submitted documents are not enforceable** – In addition to the proposed measures, the LBB Traffic and Development team have requested further measures to be agreed under S106 agreement and conditions. It is considered that a combination of both measures will mitigate the impact from the proposed development.
- 8.18 **Additional noise and environmental pollution from increased vehicles** - The application has been fully assessed by LBB Environmental Health Officers who considered that the scheme, subject to conditions would not result in unacceptable levels of noise and pollution.

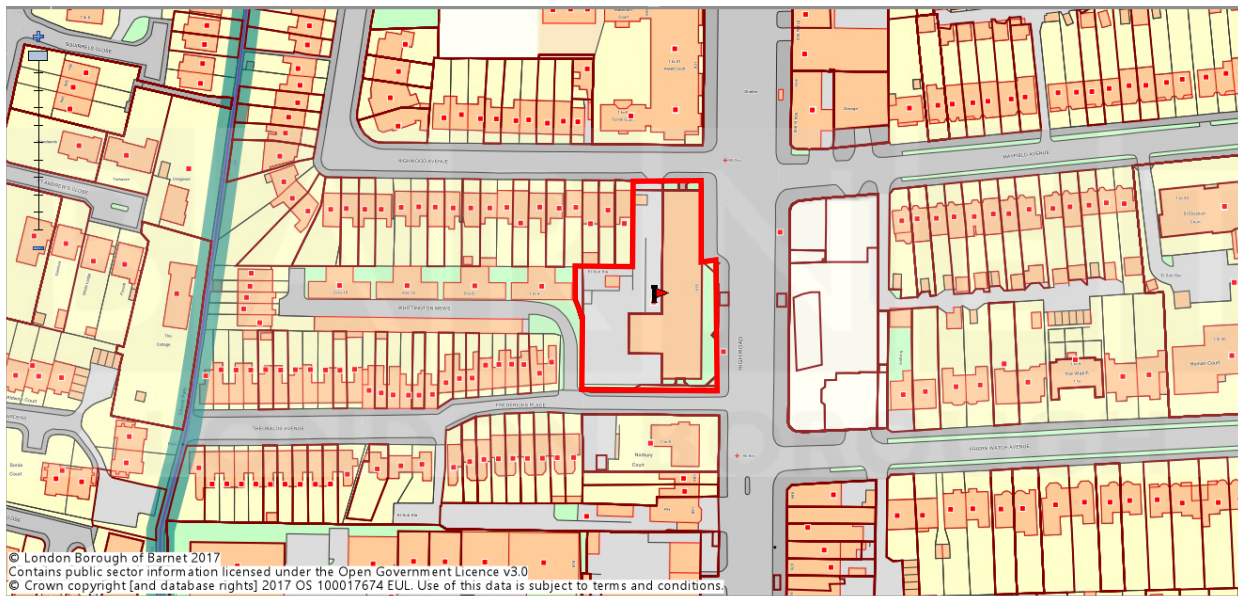
## **9. Equality and Diversity Issues**

- 9.1 Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:
- "(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it."
- 9.2 For the purposes of this obligation the term "protected characteristic" includes:
- age;
  - disability;
  - gender reassignment;
  - pregnancy and maternity;
  - race;
  - religion or belief;
  - sex;
  - sexual orientation.
- 9.3 Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.

- 9.4 The proposed development would re-provide an existing loss of community space sought via a linked application and would provide an overall increase in D1 floorspace.
- 9.5 In terms of likely negative impacts, the application has attempted to address these through amendments to the scheme. It is suggested that the majority of these can be mitigated through conditions and S106 agreement and that any impacts are unlikely to disproportionately affect any one group with a protected characteristic.
- 9.6 With the S106 and conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The development would therefore have a positive effect in terms of equalities and diversity matters.
- 9.7 It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. 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.

## **10. Conclusion**

- 10.1 The application seeks permission for the change of use of existing B1(a) office building to D1 (Place of Worship) with the construction of new front entrance and rear auditorium for capacity of no more than 700 people at any one time.
- 10.2 The application has been satisfactory in regards to the loss of employment space, provision of new community facilities, design and impact on neighbouring residential amenity.
- 10.3 One of the primary concerns arising from the consultation process was the potential for the development to have a detrimental impact on the surrounding highways conditions in terms of traffic generation, traffic safety and parking provision. The Council's Traffic and Development team have reviewed the submitted Transport Assessment, Faith Travel Plan and have requested additional surveys and have advised that subject to planning obligations sought through the S106 agreement, the proposed traffic and parking impact from the proposed development can be mitigated to an extent that the benefits outweigh harm caused.
- 10.4 Having regard to all of the above and making a balanced recommendation, Planning Officers consider that the proposed development is acceptable and as such approval of the application is recommended.
- 10.5 Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions and completion of legal agreement, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval.



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