

PLANNING COMMITTEE

22 June 2017

ADDENDUM TO THE OFFICER'S REPORT

AGENDA ITEM 7

**15/07932.OUT – North London Business Park, Oakleigh Road South N11 1GN.
Pages 79-160**

Employment and Training have made the following additional representations:

Thank you for the e-mail outlining the justification for the loss of employment floorspace. I can accept that as reason not to provide a contribution.

As such, we would expect the following outcomes to go into the heads of terms:

LEA Obligations

Forecasting of Job Opportunities -2 months' notice Local Labour Target - 30% Local Supply Chain Use target - 30% Apprenticeships - 27, with a payment in lieu for any apprenticeship not recruited to.

Progression into employment (under 8 months) - 16 Progression into employment (over 6 months) - 10 Work experience (16+) - 35 School/college/university site visits - 150

School/college workshops - 87

Highways have made the following comments:

Transport and Regeneration have reviewed the planning application and on balance this scheme is considered satisfactory subject to the s106 and s278 agreements and conditions as outlined. Details of the predicted traffic and transportation impact of the proposals are summarised below, together with reference to the associated mitigation as set out in the conditions proposed to accompany the permission.

Trip Generation and Distribution

Detailed discussions with the applicant have been undertaken with regards the likely traffic impacts of the proposals on the local highway network. As such the applicant has presented trip generation calculations for the varying uses on the site for the proposed regeneration scheme. The vehicular trip rates are presented in the table below and indicate that 1325 two-way trips are expected during the morning peak hour and 632 two-way trips during the evening peak hour. The large difference in vehicle numbers between the two peaks is due to the operational hours of the redeveloped school which generates approximately 750 trips during the morning peak compared to 92 during the evening peak given the end of the school day falls much earlier the 17:00-18:00 peak traffic hour.

Table 1.1: Vehicular Trip Generation for Proposed Regeneration Scheme

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Residential	103	274	377	207	131	338
Education	419	327	746	0	92	92
Commercial	135	66	201	63	138	202
Total	658	667	1325	270	362	632

In order to undertake a detailed review LBB asked the applicant to undertake further analysis of the trip rates for the residential element of the scheme based on various sites from the TRICS database. These are presented below and the comparison showed that there is very little difference in the predicted trip generation for the 2 methods, with a maximum increase of only 7 vehicles at a junction under review.

Table 4.1: Trip Rate Comparison

LBB Rates	AM Peak			PM Peak		
Site	(0800-0900)			(1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Peel Centre – Colindale	0.04	0.16	0.2	0.12	0.06	0.18
Pentavia – not agreed	0.059	0.177	0.236	0.139	0.083	0.222
Sweets Way – Whetstone	0.06	0.23	0.29	0.13	0.09	0.22
Grahame Park (18)	0.1	0.229	0.329	0.183	0.123	0.306
CAAP	0.097	0.229	0.326	0.185	0.123	0.308
ADJUSTED - Homebase (Rookery Way)	0.038	0.178	0.216	0.087	0.059	0.146
ADJUSTED - NIMR – Mill Hill	0.078	0.249	0.327	0.178	0.098	0.276
	0.067	0.207	0.275	0.146	0.091	0.237
AWP TA Feb 2017 addendum						
	Arr	Dep	Total	Arr	Dep	Total
Burdetts Road Estate	0.057	0.15	0.207	0.146	0.093	0.239
Yeats Close	0.095	0.251	0.346	0.171	0.108	0.279
Pavilion Way (Private)	0.064	0.17	0.234	0.125	0.079	0.204
Kew Riverside (Aff & Priv)	0.07	0.185	0.255	0.121	0.077	0.198
Kew Riverside (Private)	0.068	0.18	0.248	0.11	0.07	0.18
Kew Riverside (Affordable)	0.069	0.184	0.253	0.151	0.096	0.247
Sweets Way	0.079	0.211	0.29	0.135	0.085	0.22
Graham Park Phase 1b	0.09	0.239	0.329	0.187	0.119	0.306
CAAP	0.089	0.237	0.326	0.188	0.12	0.308
Innova Park, Enfield	Removed from dataset					
Sandy Lane	0.084	0.224	0.308	0.198	0.125	0.323

AVERAGE	0.077	0.203	0.280	0.153	0.097	0.250
Comparison						
Site	AM Peak			PM Peak		
	(0800-0900)			(1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
LBB average rates	0.067	0.207	0.275	0.146	0.091	0.237
AWP addendum average rates	0.077	0.203	0.280	0.153	0.097	0.250
Direct Comparison	0.009	-0.004	0.005	0.007	0.006	0.014

A review of the associated traffic modelling results based on these trip rates initially indicated that the site access on Brunswick Park Road and the Osidge Lane junction were stressed and showed increased vehicle queuing and delay. As such a further sensitivity assessment was requested and undertaken. The turning proportions and associated vehicle flows have been amended to replicate those in the recently submitted TA for the school, which assumes the use of both the Brunswick Park access and the Oakleigh Road South access, thereby spreading the traffic impacts from the school across 2 junctions.

The traffic modelling that has been presented, considering this sensitivity test, shows that whilst the Osidge Lane junction and Brunswick Park Road site access now operate much better with reduced queuing and delay, Betstyle Circus is now affected negatively, as shown in the table below:

Table 4.8 2017 ARCADY Results – Junction 7 - Oakleigh Road to Friern Barnet Road:

Movement	AM Peak			PM Peak		
	RFC	Queue	Delay	RFC	Queue	Delay
2015 Baseline						
Waterfall Road	0.78	3.4	8.92	0.47	0.9	3.76
Bowes Road	0.41	0.7	4.88	0.36	0.6	3.74
Friern Barnet Road	0.54	1.1	5.12	0.60	1.5	5.57
A109 Oakleigh Road	0.42	0.7	5.44	0.67	2.0	10.08
2015 Baseline + Committed:						
Waterfall Road	0.79	3.6	9.26	0.48	0.9	3.85
Bowes Road	0.42	0.7	4.98	0.36	0.6	3.80
Friern Barnet Road	0.55	1.2	5.39	0.61	1.5	5.73
A109 Oakleigh Road	0.44	0.8	5.68	0.69	2.1	10.84
2015 Baseline + Committed + Development						
Waterfall Road	0.93	11.4	27.93	0.57	1.3	4.79
Bowes Road	0.64	1.8	8.75	0.41	0.7	4.13
Friern Barnet Road	0.60	1.5	6.63	0.67	2.0	6.96
A109 Oakleigh Road	0.70	2.2	10.92	0.74	2.8	13.10
2020 Baseline + Committed						
Waterfall Road	0.87	6.2	15.20	0.53	1.1	4.33
Bowes Road	0.50	1.0	6.32	0.41	0.7	4.24
Friern Barnet Road	0.61	1.6	6.37	0.67	2.0	6.97
A109 Oakleigh Road	0.49	1.0	6.53	0.78	3.5	16.34
2020 Baseline + Committed + Development						
Waterfall Road	1.02	38.9	78.85	0.56	1.3	1.3
Bowes Road	0.73	2.7	12.67	0.46	0.8	0.8
Friern Barnet Road	0.66	1.9	7.87	0.73	2.7	2.7
A109 Oakleigh Road	0.76	3.1	14.25	0.83	4.6	4.6

This table indicates that delays on Waterfall Road increase from 15secs to 78secs (increase of 63secs) with queues increasing from 11 to 39 vehicles. It is noted that this is a bus route; no.s 184 and 298.

It is clear from onsite observations and supported by the works undertaken by the applicant that the local highway network is becoming stressed in terms of operation, when considering queuing and vehicle delay.

As such it is essential that the actual impacts of the development are assessed as the development is delivered through the varying phases to ensure that the travel plan being promoted is effective and has the desired positive impact on car usage and promotes sustainable travel modes.

In order to ensure that the ongoing impacts are understood, and to highlight where the travel plan should be enhanced or off site mitigation works provided, each reserve matters application for further phases of development should include an assessment of the network operation at that time, along with an analysis of the likely impacts of the next phase based on the associated trip rates of the development delivered to date and the effectiveness of the travel plan and detail any mitigation or enhancement to the travel plan that may be required to be delivered. This should cover the extents of the highway network as assessed in the Transport Assessment as submitted in support of the outline application currently under consideration.

If the assessment shows that the travel plan is being effective then no further off site works would likely be required. Conversely however if the travel plan isn't having the desired positive effects of minimising vehicle trips and the highways network operation is being affected negatively in terms of operation, queuing and delay then further mitigation should be secured and delivered via the travel plan and the associated S106 undertaking.

Brunswick Park Road Site Access

The proposed access of Brunswick Park Road requires that the existing access into Benfleet Way and Goldrill Drive is relocated to the south via a simple priority T junction. In order to access Goldrill Drive traffic will be required to travel via Benfleet Way which is an un-adopted highway. Further to this the land required to deliver this arrangement is not currently highway land and as such will need to be acquired by the applicant in order to facilitate the delivery of the access proposals.

Given the un-adopted nature of Benfleet Way the proposals essentially separate Goldrill drive from the public highway making the public highway in this area discontinuous. This is unacceptable and the applicant will need to ensure that Goldrill Drive is accessible via a public highway in order to protect access rights for residents. This will need to be finalised as part of the detailed design stage and S278 works.

Further to this there were a number of issues with the access design that will need addressing at detailed design stage. These are perfectly feasible however and include the following:

- Full vehicles track analysis undertaken to ensure all movements are accommodated.
- All entry path radii to proposed roundabout would need to be checked
- The splitter island on the northern arm needs to be of sufficient size to accommodate a bollard and have the necessary clearances.
- All visibility splays to meet the relevant requirements
- Where zebra crossing is shown, full width of the crossing should be visible from the entry as per guidance (TD50), noting the desire to provide a signalized crossing in this location.
- All entry widths to be minimised to shorten crossing distances
- 3m footways to be provided

GENERAL ACCESS MATTERS

Each access point will be provided with a security cabin. It is anticipated that the security control for the Brunswick Park Road access will be beyond the school parking area, whilst that for the Oakleigh Road North access will be 30m back from the junction to prevent potential vehicles queues blocking the junction. It is noted that restricted access to prevent driving through the site does not conform with LBB's Planning Brief for the NLBP site, however this is not viewed as a significant concern by Transport & Regeneration.

Residents and those permitted to park on site will be provided with a permit which must be displayed to allow access to the site.

Security staff will ensure that traffic waiting to enter the site does not queue back onto the public highway and the existing Oakleigh Road security gate is around 30m from the public highway.

Comer Homes state that in the event of unusual traffic approaching the access then the security team will let free flow into the development and direct the vehicles to park up along the internal roads for checking / permits. They state that the imperative is to not impinge traffic flows. The gates are manned 24/7/365 and the management of the internal roads is wholly within the site management remit.

In terms of access to the site, the applicant has been asked to look up the upgrading of the existing zebra crossing point on Brunswick Park Road to a signal controlled crossing point, and associated footway widening and improvements to allow for suitable sight lines.

OAKLEIGH PARK ROAD SITE ACCESS

The existing access to the south west of the site, connecting the site with Oakleigh Road North / South, will be revised. As part of this proposal, works include the removal of the existent link road from Brunswick Avenue into the access road, as this has been identified in the Transport Assessment as creating potential conflicts.

TRAVEL PLAN

A Travel Plan will be developed for the purpose of promoting sustainable transport modes of travel to the proposed new development

The Travel Plan needs to be produced in accordance with the following documents:

- Travel Planning for New Development in London (TfL, 2013)
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT April 2009)

This Travel Plan will be supported by a Monitoring Strategy that sets out robust mechanisms and reviews designed to assess and measure the progress of the measures and recommendations contained within this report.

A Travel Plans is a useful method of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site. Where there may be more effective or sustainable outcomes, and in order to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area.

The development of Travel Plans should be an iterative process and the successful delivery of a Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.

Travel Plans can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

PUBLIC TRANSPORT

The site has a PTAL of 1a - 2 (very poor - moderate).

Public transport is provided by the following local bus routes accessed from Oakleigh Park Road North and Brunswick Park Road. Bus stops are located within 50m of the site accesses.

Route 34: High Barnet – Whetstone – NLBP – Arnos Grove – Walthamstow Central (7-12 buses per hour at peak)

Route 251: Arnos Grove – NLBP - Whetstone – Totteridge & Whetstone – Mill Hill Broadway – Burnt Oak - Edgware (5-7 buses per hour at peak)

Route 382: Southgate – NLBP – Arnos Grove – Finchley Central – Millbrook Park (4 buses per hour at peak)

Further bus services are provided on Russell Lane to the north, which are not considered to be within reasonable walking distance, but may be used by some future residents.

The closest rail station is New Southgate, approximately 1.3km south east, whilst the closest Underground station is Arnos Grove on the Piccadilly Line which is 1.6km to the south east of the site.

PARKING (CAR, CYCLE, DISABLED, VISITORS)

LB Barnet Development Management Policy DM17 states the following maximum standards for residential development:

- 1.5 - 2 spaces per unit for detached and semi-detached houses and flats with 4 or more bedrooms;
- 1 - 1.5 spaces per unit for terraced houses and flats with 2-3 bedrooms; and
- 1 to less than 1 space per unit for development consisting mainly of 1 bed flats.

As shown on our attached plan PS/01 in Phase 1 parking is located beneath Blocks 1C/D and 1E/F.

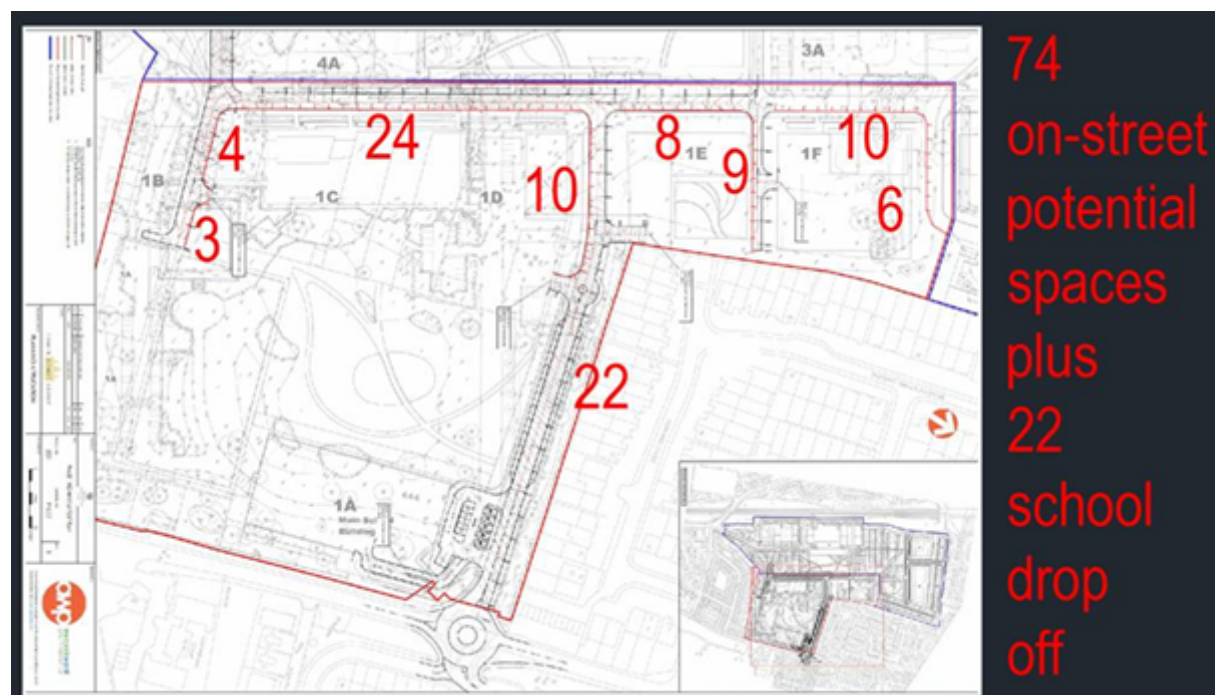
Accessible (disabled / blue badge) parking will be provided at a ratio of 10% of total spaces as below:

Phase 1 Parking								
Location	1Bed	2-3Bed	4Bed	Max LBB Parking requirement	Spaces Provided	EV Spaces		Disabled Spaces
						Active	Passive	
Phase 1B	0	7	0	11	-			
Phase 1C	22	92	0	160	339	68	68	34
Phase 1D	20	103	0	175				
Phase 1E	13	45	0	81	169	34	34	17
Phase 1F	14	44	0	80				
Total	69	291	0	392	508	102	102	51

Accessible parking will be arranged within the basement car parks to be as close to each individual core as possible, to reduce the distance travelled by a disabled person to their vehicle. Further, clear routes which avoid traffic must be provided between the core entrances

and the accessible spaces to avoid potential conflicts with vehicles and this is particularly pertinent when considering wheelchair users.

74 Visitor spaces will be provided on street in locations as shown below:



For the entire scheme, the parking ratio is 1.41 and is within DM17 standards. All parking matters are secured by condition 18.

Cycle parking will be provided in accordance with the London Plan, in the order of 2,436 cycles and is therefore acceptable. The developer has recognised a need to provide various different stand types in the cycle stores to accommodate the needs of different users. These details will be secured by condition 10.

A minimum of 3 car club spaces should be identified within the boundary of the site, and arrangements made with an appropriate provider to run this service. This is secured by condition 18.

CYCLE PARKING

Cycle parking is to be provided as per The London Plan 2016 standards, with the detailed design of cycle stores and visitor cycle parking to be defined. Visitor cycle parking will be provided within the public realm areas across the site. The details of cycle parking are secured by condition 10.

PEDESTRIANS & CYCLISTS

To improve connectivity with the wider residential area, and the neighbourhood shopping area on Russell Lane, the applicant has proposed a walking / cycling link through to Weirdale / Ashbourne Avenue which will not be available to vehicles. Opening up the Ashbourne Avenue connection for pedestrians and cyclists only will be secured for perpetuity, and the developer shall fund works to improve the 'stub' of Ashbourne Avenue to improve the public realm and discourage school drop-offs.

The location of the school, and its pupil entry from Brunswick Park Road, will require the widening of the footway on the western side of Brunswick Park Road for the length of the

development site to a minimum width of 3.0m. The current footway is approximately 1.2m width, which is insufficient for those in a wheelchair to pass waiting or oncoming pedestrians.

The applicant proposes to adjust the existing zebra crossing to the north of the development site access on Brunswick Park Road. Further to discussions with the applicant, they have agreed to consider the upgrading of this crossing to a signal controlled crossing point on the basis that there is sufficient land and highway space available to meet current design legislation. This will be secured as part of a s278 agreement for this site.

The applicant has proposed to add cycle crossing facilities to the existing zebra crossing adjacent to the Oakleigh Road North / South site access. The upgrading of cycling facilities in this area is supported, however further feasibility and design work is required to ascertain whether this facility can be provided on the ground.

The applicant has proposed two offsite walking and cycling enhancements, to better connect the site with the wider area. Further work is required on the feasibility and deliverability of these proposals, and commitment from the applicant to fund off site works will be secured as part of a s278 agreement for this site .

Wider off-site improvements to encourage walking and cycling to / from the site will be identified through the pedestrian and cyclist study and the Travel Plan process and should be funded by the applicant. This will be secured as part of a s278 agreement for this site.

Residential and commercial cycle stores should be easily accessible without the need to use stairs or navigate residential corridors. Detailed cycle parking plans, showing access routes to stores, stand types and layout, and management, are all to be secured by condition 10.

SERVICING

Security at each site access will control the access of servicing vehicles. All vehicles servicing properties within the development will have a right to access the site, including refuse vehicles and resident service providers. We expect to receive further information within a Servicing Management Plan which will be secured by condition 30.

SITE DEMOLITION AND CONSTRUCTION

Construction staff parking will be provided within the site and managed with controls to ensure that overspill parking at non-restricted parking areas is avoided.

Demolition and construction logistics plans will be provided as per TfL's standards. These will be secured by condition 5.

BUS SERVICES

TfL requests mitigation towards one return AM journey and one single PM journey on the 382 bus route running on the Brunswick Park Road corridor, with a cost of £165,000 per annum to provide or £825,000 over five years.

TfL bus services are effected by development related traffic increases at Betstyle Circus. Mitigation proposals to reduce this delay to a neutral state will need to be developed and funded by the applicant. This will be secured within the s106 agreement.

MANAGEMENT PLANS

Construction staff parking arrangements, if required, will be outlined within a Construction Logistics Plan will be provided within the site and managed with controls to ensure that overspill parking at non-restricted parking areas is avoided. This is secured by condition 5.

Waste collection is also proposed to be controlled via a Refuse and Recycling Collection Strategy which will be secured by condition 21 and 33.

The car parking management arrangements for the site will be managed as per an approved Car Parking Management Plan which will be secured by condition 14. This should be submitted and approved prior to the occupation of the school and any other units within the site.

REFUSE STORAGE AND COLLECTION

Refuse stores will be situated in the basement using EuroBins with a managed collection service operated by Comer Site management and using a private refuse contractor.

A Waste Management Plan will be required, secured by conditions 21 and 33. Such that the exact details of bin store locations and management can be controlled by LBB.

Recommendation 1 – Replace existing text with:

The application being one of strategic importance to London it must be referred to the Mayor of London and due to the holding objection from Sports England must be referred to the Secretary of State. As such any resolution by the committee will be subject to no direction to call in or refuse the application being received from the Mayor of London or the Secretary of State.

Recommendation 2 – Replace existing text with:

(c) Affordable housing

10% affordable housing by units across the whole development (135 units in total) on the basis of 70:30 split between affordable rent and shared ownership with the following detailed mix:

Affordable Rent (95 Units)

10 x 1 bed 2 person

55 x 2 bed 4 person

30 x 3 bed 5 person

Shared Ownership (40 Units)

10 x 2 bed 3 person

30 x 2 bed 4 person

(i) Off Site Highway Works in Oakleigh Road South, Brunswick Park Road and Benfleet Way including footway widening where considered necessary by the Council's Highway Officers

(j) Local Employment Agreement

Forecasting of Job Opportunities -2 months' notice Local Labour Target - 30% Local Supply Chain Use target - 30% Apprenticeships - 27, with a payment in lieu for any apprenticeship not recruited to.

Progression into employment (under 8 months) - 16 Progression into employment (over 6 months) - 10 Work experience (16+) - 35 School/college/university site visits - 150 School/college workshops - 87

(m) Public Open Space

Provision of a minimum of 2.5 hectares of Public Open Space which shall remain open and accessible to the general public.

Delete parts (n) and (o). Add replacement text:

(n) Bus Contributions

Payment of £825,000 over five years to allow TfL to provide a higher frequency service on the 382 Bus route

(o) Feasibility Study Highway Improvements Betstyle Circus

Applicant to pay for feasibility study for highway improvements to the Betstyle Circus Junction and Implementation thereof.

(p) Offsite Highway Works Weirdale Link

Payment for off site highway works including road and pavement alterations, lighting, landscaping and CCTV on Ashbourne Avenue to be delivered prior to the opening of the Weirdale Link.

(q) Section 106 Monitoring contribution

(r) All financial contributions listed above to be subject to indexation.

Pages 81-85 amend Condition 1 as follows:

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

Recommendation 3 – Replace existing text with:

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Head of Development Management approve the planning application reference 15/07932/OUT under delegated powers, subject to the following conditions and any changes to the wording of the conditions or S106 Heads of Terms considered necessary by the, the Head of Strategic Planning.

Parameter Plan

211_WS_02_00-Rev B – Red Line Boundary Plan
211_WS_02_01-Rev B – Proposed Development Zone Plan
211_WS_02_02-Rev B – Access & Circulation Plan
211_WS_02_03-Rev B – Landscape Treatment Plan
211_WS_02_04-Rev B – Ground Floor Frontages Plan
211_WS_02_05-Rev B – Development Zones – Horizontal Limits of Deviation
211_WS_02_06-Rev B – Proposed Site Levels & Vertical Limits of Deviation
211_WS_02_07-Rev B – Development Zones & Maximum Heights
211_WS_02_08-Rev B – Proposed Site Basement Levels & Limit of Deviation
211_WS_02_09 – Site Plan

Sections

211_WS_05_01-Rev B – Contextual Sections AA BB
211_WS_05_02-Rev B – Contextual Sections CC DD
211_WS_05_10-Rev B – Parameter Sections 1 – 4
211_WS_05_11-Rev B – Existing Sections 1 – 4

Block 1A – School

211_1A_02_001-Rev B – Basement Plan
211_1A_02_00-Rev B – Ground Floor Plan
211_1A_02_01-Rev B – First Floor Plan
211_1A_02_02-Rev B – Second Floor Plan
211_1A_02_03-Rev B – Roof Level – MUGA
211_1A_02_04-Rev B – Roof Level – Parapet
211_1A_04_01-Rev B – School North & South Elevation
211_1A_04_02-Rev B – School East & West Elevation
211_1A_04_02A-Rev B – Detailed West Elevation – Wall fronting Brunswick Park Road
211_1A_04_03-Rev B – Sports Hall Elevations
211_1A_05_01-Rev B – School Sections

Block 1B

211_1B_02_00-Rev A – Block 1B, Ground Floor and First Floor Plan
211_1B_02_01-Rev A – Block 1B, Attic Floor and Roof Plan
211_1B_04_01 – Block 1B, North & South Elevations
211_1B_04_02-Rev A – Block 1B, East & West Elevations and Section AA

Block 1C & 1D

211_B1CB2D_02_001 – Basement Plan
211_B1CB2D_02_00-Rev A – Ground Floor Plan
211_B1CB2D_02_01-Rev A – First Floor Plan
211_B1CB2D_02_02-Rev A – Second Floor Plan
211_B1CB2D_02_03-Rev A – Third Floor Plan
211_B1CB2D_02_04-Rev A – Fourth Floor Plan
211_B1CB2D_02_05-Rev A – Fifth Floor Plan
211_B1CB2D_02_06-Rev A – Sixth Floor Plan
211_B1CB2D_02_07-Rev A – Seventh Floor Plan
211_B1CB2D_02_08-Rev B – Roof Level
211_B1CB2D_04_01-Rev A – Block 1C and Block 1D, East Elevation
211_B1CB2D_04_02 – Block 1C and Block 1D, West Elevation
211_B1CB2D_04_03 – Block 1C, South and North Elevation
211_B1CB2D_04_04 – Block 1D, South Elevation
211_B1CB2D_04_05-Rev A – Block 1D, North Elevations
211_B1CB2D_05_01-Rev A – Block 1C and Block 1D Section AA
211_B1CB2D_05_02-Rev A – Block 1C and Block 1D Section BB
211_B1CB2D_05_03 – Block 1C Section DD and CC
211_B1CB2D_05_04-Rev A – Block 1D Section EE and FF

Block 1E & 1F

211_B1EB1F_02_001 – Basement Plan
211_B1EB1F_02_00-Rev A – Ground Floor Plan
211_B1EB1F_02_01-Rev A – First Floor Plan
211_B1EB1F_02_02-Rev A – Second Floor Plan
211_B1EB1F_02_03-Rev A – Third Floor Plan
211_B1EB1F_02_04-Rev A – Fourth Floor Plan
211_B1EB1F_02_05-Rev A – Fifth Floor Plan
211_B1EB1F_02_06-Rev A – Sixth Floor Plan
211_B1EB1F_02_07-Rev A – Seventh Floor Plan
211_B1EB1F_02_08-Rev B – Roof Plan
211_B1EB1F_04_01 – B1EB1F West Elevation
211_B1EB1F_04_02-Rev A – B1EB1F East Elevation
211_B1EB1F_04_03-Rev A – B1F North Elevation & South Elevation

211_B1EB1F_04_04-Rev A – B1E North & South Elevations
211_B1EB1F_05_01-Rev A – Block 1E & Block 1F, Section AA
211_B1EB1F_05_02-Rev A – Block 1F, Section BB & CC
211_B1EB1F_05_03-Rev A – Block 1E, Section DD

Landscape Drawings

HED_1140_RBP_LA_0001-Rev 01 – Illustrative Landscape Plan
HED_1140_RBP_LA_0002-Rev032 – Landscape GA
HED_1140_RBP_LA_0003-Rev03 – General Arrangement, Central Park
HED_1140_RBP_LA_0004-Rev00 – Illustrative Landscape Sections: The Parkway
HED_1140_RBP_LA_0005-Rev02 – Illustrative Landscape Sections: Park (North)
HED_1140_RBP_LA_0006-Rev01 – Illustrative Landscape Sections: Central Park (South)
HED_1140_RBP_LA_0007-Rev00 – Illustrative Landscape Sections: Courtyard
HED_1140_RBP_LA_0008-Rev02 – Trees for Retention + Proposed + Removal

Phase 1: Detailed Application

HED_1140_RBP_P1_0001-Rev03 – Phase 1 Landscape: General Arrangement
HED_1140_RBP_P1_0002-Rev03 – Phase 1 Hard Landscape: Area 01
HED_1140_RBP_P1_0003-Rev01 – Phase 1 Hard Landscape: Area 02
HED_1140_RBP_P1_0004-Rev03 – Phase 1 Hard Landscape: Area 03
HED_1140_RBP_P1_0005-Rev03 – Phase 1 Landscape Planting: Area 01
HED_1140_RBP_P1_0006-Rev01 – Phase 1 Landscape Planting: Area 02
HED_1140_RBP_P1_0007-Rev02 – Phase 1 Landscaping Planting: Area 03
HED_1140_RBP_P1_0008-Rev00 – Phase 1 Planting Palette
HED_1140_RBP_P1_0009-Rev00 – Phase 1 Planting Palette
HED_1140_RBP_P1_0010-Rev00 – Phase 1 Planting Palette
HED_1140_RBP_P1_0011-Rev00 – Phase 1 Planting Palette
HED_1140_RBP_P1_0012-Rev00 – Phase 1 Illustrative Materials Palette
HED_1140_RBP_P1_0013-Rev02 – Phase 1 Trees for Retention + Proposed + Removal
HED_1140_RBP_P1_0014-Rev00 – Phase 1 Landscape Terraces
HED_1140_RBP_P1_0015-Rev00 – Phase 1 School Play Area
HED_1140_RBP_P1_0016-Rev00 – Phase 1 Residential Street
HED_1140_RBP_P1_0017-Rev00 – Phase 1 Lake & Board Walk
HED_1140_RBP_P1_0018-Rev00 – Phase 1 Private Gardens (front)
HED_1140_RBP_P1_0020-Rev00 – Phase 1 Street Section (Parkway)
HED_1140_RBP_P1_0021-Rev00 – Phase 1 Intensive Green Roof

Highways Drawings

0031-PHL-01-RevBG – Preliminary Highway Layout Sheet 1
0031-PHL-02-RevBG – Preliminary Highway Layout Sheet 2
0031-PHL-03-RevC – Preliminary Highway Profile Sheet 1
0031-PHL-04-RevC – Preliminary Highway Profile Sheet 2
0031-PHL-05-RevC – Preliminary Highway Profile Sheet 3
0031-PHL-06-RevB – Preliminary Highway Profile Sheet 4
0031-PHL-07-RevB – Phase 1 Highway Layout
0031-PHL-08-RevA – Highway Access Plan
0031-PHL-12-RevB – Preliminary Eastern Access Arrangement and Benfleet Way Access Plan
0031-PDL-100-RevA – Phase 1 Preliminary Drainage Layout
0031-PDL-101-RevA – Proposed Detention Basin
0031-PDL-200-RevA – Preliminary Drainage Layout.

Supporting Documents

Development Schedule – Rev C, March 2017
Design Principles Document – Rev B, March 2017

Design and Access Statement – December 2015
Design and Access Statement Addendum – Rev B, March 2017
Planning Statement – Rev B, March 2017
Planning Application Specification Document – Rev B, March 2017
Utilities Report – December 2015
Analysis of Housing Mix & Primary School Demand / Supply – March 2016
Environmental Statement Volume 1 NTS – December 2015
Environmental Statement Volume 2 Main Report – December 2015
Environmental Statement Volume 3 Technical Appendices – December 2015
Environmental Statement Post-Application Amendments Addendum – March 2017
BREEAM Pre-Assessment – March 2017
Energy Assessment – March 2017
School Overheating Assessment – Rev A, March 2017
District Energy Assessment – Rev B, March 2017
Residential Overheating Assessment – March 2017

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

Page 96 amend Condition 36 as follows:

36. In respect of any future Class A1 retail use no persons other than staff shall be permitted to be on the premises ~~between~~ outside the hours of 07.00 and 23.00 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that occupation of the premises does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

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Replace text 'in Phase 1' with within 'phases 2-6'.

AGENDA ITEM 10

Pages 223 - 243

Land Adj To 1 - 12 Norfolk Close N2 8ET (East Finchley)

17/1409/FUL

Additional information

Amended plans have however been provided that provide a separate front entrance path from the High Road. Condition 1 below is amended reflect the current drawing revisions.

Two conditions are also replaced, and new conditions are required as follows:

Condition 5 in the main report essentially substitutes the intentions of condition 4 (both relate to external materials). However a landscaping condition is required, so this is provided for as a new condition 5.

Condition 14 in the main report required further details of private amenity areas. The architect for the application has provided further information in regards to the total open space for existing and proposed flats at Norfolk Close, which demonstrates that the balance space available for all occupiers is well in excess of the London Plan and Barnet SPG minimum amenity space requirements. Discussion in the main report suggested possible changes to the

location of the private terraces for the two ground floor flats, which led to the recommended Condition 14. However after further consideration, and in conjunction with the findings in regards to space provision for both existing and new flats and the requirement for a landscaping condition noted above, it is now considered that the positions of the terraces for the ground floor flats at the front of the building will be satisfactory. Landscaping will include sufficient planting to ensure the privacy of these terraces.

The main report also discussed the possibility of using a section 106 obligation to require the ground floor flats to be retained as wheelchair units. This can however be provided for by an appropriate condition, and a new Condition 14 is therefore recommended to achieve this.

The requirement discussed in the main report regarding obscured glazing of side windows on the side adjacent to 1-12 Norfolk Close was not included in the recommendation, and is added here as a new Condition 19.

A tree protection condition is also required, and this is recommended below as a new Condition 20.

The amended and new conditions are therefore as follows:

Condition 1:

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

- 15-290 D 14 001 rev. A
- 15-290 D 14 002 rev. A
- 15-290 D 14 010 rev. A
- 15-290 D 14 011 rev. B
- 15-290 D 14 050 rev. B
- 15-290 D 14 100 rev. C
- 15-290 D 14 101 rev. C
- 15-290 D 14 102 rev. B
- 15-290 D 14 200 rev. A
- 15-290 D 14 201 rev. B
- 15-290 D 14 202 rev. B
- 15-290 D 14 210 rev. A
- 15-290 D 14 300 rev. A

Condition 5:

- a) A scheme of hard and soft landscaping, including
- details of existing trees to be retained and trees to be transplanted,
 - size, species, planting heights, densities and positions of soft landscaping, and
 - incidental outdoor furniture and hard landscaping materials,

shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced.

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

c) 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 2016.

Condition 14:

Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (Use Class C3) permitted under this consent, the two units at ground floor level only shall both have been constructed to meet and achieve all the relevant criteria of Part M4(3) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future). The development shall be maintained as such in perpetuity thereafter. All other units shall be constructed in accordance with M4(1) of the Building Regulations.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8, 7.2 and 7.6 of the London Plan (2016) and Policies DM02 and DM03 of the Barnet Development Management Policies DPD (2012).

Condition 19:

Before the building hereby permitted is first occupied further details of flank wall windows requiring obscure glazing to prevent overlooking of the neighbouring flats shall have been provided and following the approval of these details in writing by the Local Planning Authority, the affected windows shall be fitted with obscure glazing. The obscure glazed windows shall be permanently fixed shut with only a fanlight opening, and shall then be permanently retained as such.

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 October 2016).

Condition 20:

a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this condition 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. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees 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 DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

Informative:

In addition to the above conditions, Informative 3 requires updating with the correct figures for any CIL payment that would be required. It is however noted the development appears eligible for relief or exemption from CIL, in accordance with the details set out in the informative.