

LOCATION: Land Formerly known as British Gas Works, Albert Road, Barnet EN4 9SH

REFERENCE: 16/7601/FUL **Received:** 30 November 2016
Accepted: 08 December 2016

WARD(S): East Barnet **Expiry:** 09 March 2017

APPLICANT: One Housing Group

PROPOSAL: Demolition of the existing residential and non-residential buildings (1 to 9 Victoria Road, 15 to 23 Victoria Road and 1A, 2 and 2A Albert Road) and construction of 104 residential units (Use Class C3) within Buildings A, H, J1 and J2 (an increase of 52 residential units across the Victoria Quarter Redevelopment Area), 623sqm of commercial/retail/office floorspace (Use Class A1-A4/B1/D1/D2) within Building A and Building J1, the creation of new publically accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping. Relocation of an existing sub-station.

RECOMMENDATION:

Resolution to approve subject to:

Recommendation 1:

That the applicant and any other person(s) 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 of seeking to secure the following:

a) Legal Professional Costs Recovery

Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements;

b) Enforceability

All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;

c) Affordable Housing

The applicant shall secure the provision of 19 affordable homes all as shared ownership.

d) Shared Ownership (19 Units)

10 x 2 bed 3 person

9 x 2 bed 4 person

e) Affordable Housing – Review Mechanism

A positive review mechanism with the trigger to be agreed with the council for provision of affordable housing additionality on the Victoria Quarter Site in later stages to be agreed, limited to a maximum of the equivalent value of 40% of the total units proposed.

e) Open Space Provision and Management

The applicant shall secure the provision of various forms of open space on the site in accordance with the specifications outlined within this application and detailed in an Open Space Management Plan to be agreed with the Local Planning Authority. The specification shall identify the various types of amenity and open spaces, to accord with planning policy which is to be maintained by the applicant landowner/ successor in title or nominated management company. These spaces shall be made available to the community prior to the occupation of the last residential unit of the development and retained thereafter.

f) Parks Contribution

The applicant shall pay to the council a Parks Contribution, which shall be agreed in writing to be paid on or prior to first occupation of Block A within the Gateway Site. The applicant is also responsible for delivering a new pedestrian access into Victoria Recreation Ground from the Gateway site, details of the works are to be submitted to and approved in writing by the Council in accordance with an agreed scheme with the Councils' Green Spaces Team.

g) Tree Planting and Landscaping

The applicant shall submit a detailed landscaping and management scheme for the site; including tree planting, this will be subject to a Landscape Management Plan to be submitted to the Council prior to first occupation of a unit on the site. The strategy shall include:

(i) The provision of a mix of indigenous species and tree sizes (including semi-mature species) in suitable locations including in public open spaces provided within the site to be agreed with the local planning authority.

(ii) The maintenance of trees planted along any roads to be adopted by the Council for a period of 5 years by the applicant landowner/ successor in title or nominated management company.

(iii) A financial contribution to maintain the trees thereafter shall be provided by the applicant. This figure shall be calculated on a unit basis based upon species size, type and location.

h) Tree Mitigation

The applicant shall pay to the council the Tree Mitigation Contribution on or prior to first occupation of Block A within the Gateway Site.

i) Employment and Training

The applicant shall secure the provision of a minimum of:

- 3 x Level 2 apprenticeships,
- 4 x work experience positions,
- site visits: min. 22
- workshops: min. 20

Including costs of wages and training to be delivered in line with the National Apprenticeship Service Framework, and the applicant shall be expected to enter into a Local Employment Agreement with the council.

j) Travel Plan

The applicant shall enter into a Travel Plan for the residential and commercial uses on the site that seeks to reduce reliance on the use of the private car. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential and commercial units as follows:

Residential Travel Plan:

- Residential TP Statement (RTPS) that meets the requirements of the 2013 TFL TP guidance and is ATTrBuTE and iTRACES compliant and contains targets to be submitted and approved by Council at least 3 months prior to 1st occupation.
- iTRACE compliant monitoring to be completed within 5 months of 1st occupation and updated RTPS to be submitted for approval within 6 months of occupation.
- iTRACE compliant monitoring to be completed in years 1,3,5 and then every other year until 5 years after the 1st occupation of the final unit.
- RTPS to be revised and RTPS Review submitted for approval within 2 months of monitoring being completed.
- RTPS to be re-submitted for approval prior to each phase.
- RTPS Champion to be in place at least 3 months prior to occupation and for lifespan of RTP.
- At least 1 car club space to be provided.

Commercial Travel Plan

Should the non-residential uses have more than 20 staff then the following would be required:

- Commercial Travel Plan (CTP) to be submitted that meets the requirements of the 2013 TFL TP guidance and is ATTrBuTE and iTRACE compliant to be submitted and approved by the Council within 6 months of 1st occupation of any commercial unit.
- CTP to cover any travel movements by staff, users and visitors to any commercial unit.
- iTRACE compliant monitoring to be completed in years 1, 3 and 5 and a revised CTP Review to be submitted for approval.
- CTP Champion to be in place within 3 months of occupation and for the lifespan of the CTP.
- CTP monitoring fee £5,000 payable to the Council to be submitted within twenty (20) working days of commencement of development..
- Each commercial unit to have a Travel Plan Ambassador.

If non-residential uses have less than 20 staff then the following would be required as part of the Commercial TP:

- CTP to include travel movements to and from the commercial units and targets, measures and actions for the commercial units.
- Each commercial unit to have a Travel Plan Ambassador.

k) Residential Travel Plan Incentives Fund:

£150 per unit Residential Travel Plan Incentive Fund to be used by 1st occupiers to get 1 TP incentive of the following:

- Oyster card with £150 credit
- Cycle shop voucher to the value of £150
- Car club credit/membership to the value of £150

Total incentive fund amounts to $£150 \times 52 = £7,800$

m) Travel Plan Monitoring contribution

Payment of a financial contribution of £5,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the residential travel plan that will be submitted for the development within twenty (20) working days of commencement of development. .

o) Pedestrian Environment Review (PERs) Improvement Works

Provisions towards securing pedestrian improvements in the vicinity of the site as identified in the PERS audit including upgrades to crossing facilities.

p) Removal of existing Pedestrian Bridge

Removal of the existing elevated pedestrian bridge and replacement with improved access and public realm subject to approval by Network Rail and a scheme of works agreed with the Council including for an implementation date.

q) Provision of new Pedestrian Accessway into Victoria Recreation Ground.

The owner shall submit to the Council specifications and details for the works relating to the provision of a new pedestrian/cycleway access into Victoria Recreation Ground. The exact location and specifications for the access to be agreed in writing by the council and the works thereby approved to be carried out at the developers costs and to the specification and details agreed with the Council. Trigger for the delivery is prior to occupation of any Unit within Block A.

r) Highway Improvements

The details of the highway works will cover the access points off Victoria Road; the realignment of the Albert Road (East and West); proposed development block entrances including the ramped access into the underground car park; the proposed car parking laybys throughout the

development and proposed footways/cycle ways including new footpaths (adopted, unadopted and proposed for adoption).

s) Due to the scope of works proposed on the section of Victoria Road fronted by the development, suitable reinstatement works including resurfacing of the highways (including footways) should be undertaken and implemented by the developer at their own costs, but approved and supervised by Local Highway Authority. The approved works shall be completed at the applicant's expense based on an agreed layout with the Council, following the formation of a combined agreement under S38 and S278 of the Highways Act 1980 between the London Borough of Barnet and the Developer.

All proposed designs and improvements must be accompanied by acceptable Road Safety Audits statements.

t) Unnamed Access Road Improvements

Funding contribution or provision of an improvement scheme to the unnamed Access Road leading into Victoria Recreation Ground and Nightingale Day Nursery: This should be undertaken via an Agreement between the developer and LBB Green Spaces to compliment the provision of frontage footway access to the development units on the west side. Details of the scheme should be discussed and agreed with the Council's Green Spaces department. Trigger for delivery is prior to occupation of any development unit within Block H.

u) Cycleway Improvements

Funding contribution to general improvements for cyclists within the surrounding area should be provided by the developer. Details of the level of funding should be discussed and agreed with the Local Highway Authority. Trigger for delivery is prior to occupation of any development unit on the site.

v) Provision of a crossing facility in the form of a Toucan Crossing at Victoria Road north east of mini roundabout junction near Albert Road (West). This scheme should be a combination of the two schemes described above under the existing S106 requirements in order to provide and deliver a compact improved junction which has appropriate pedestrian and cycling crossing facilities. Details of the scheme should be discussed and agreed with the Local Highway Authority and implemented thereafter by the developer in accord with the approved scheme. Trigger for delivery is prior to occupation of the 28th residential unit on the site.

Carbon offset payment of £102,670 (index linked) to be paid on commencement of development.

Recommendation 2:

That upon completion of the agreement specified in Recommendation 1, the Head of Development Management approve the planning application reference 16/7601/FULL under delegated powers and grant planning permission subject to the following conditions. The Committee further grants delegated authority to the Head of Planning to make any minor alterations, additions or deletions to the recommended conditions and obligations as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-

Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

PROCEDURE FOR DETERMINING THE PLANNING APPLICATION

The planning application for the redevelopment of the 'Gateway', was submitted on 8th December 2016 and has undergone consultation for a period of 4 weeks. Approximately 1125 properties were notified of the planning application, including site and press notices.

CONDITIONS:

COMMENCEMENT

- 1) The development hereby permitted shall begin no later than 3 years from the date of this permission.

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

PLANS AND DOCUMENTS

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents unless otherwise agreed in writing by the Local Planning Authority:

Architectural Drawings

P-001 Site Location Plan P2
P-005 Existing Site Plan P3
P-010 Existing Elevations P2
P-011 Existing Elevations P2
P-040 Site Parking Strategy P6
P-090 Proposed Masterplan Site Plan P2
P-098 Proposed Site Plan P4
P-099 Basement Floor GA Plan P7
P-100 Ground Floor GA Plan P7
P-101 First Floor GA Plan P7
P-102 Second Floor GA Plan P7
P-103 Third Floor GA Plan P7
P-104 Fourth Floor GA Plan P7
P-105 Fifth Floor GA Plan P7
P-106 Sixth Floor GA Plan P7
P-107 Seventh Floor GA Plan P7
P-108 Roof GA Plan P4
P-119 Building A - Basement Floor Plan P3

P-120 Building A - Ground Floor Plan P3
P-121 Building A - 1st & 2nd Floor Plans P2
P-122 Building A - 3rd & 4th Floor Plans P2
P-123 Building A - 5th & 6th Floor Plans P2
P-124 Building A - 7th & Roof Floor Plans P2
P-130 Building H - Ground Floor Plan P3
P-131 Building H - 1st Floor Plan P3
P-132 Building H - 2nd Floor Plan P3
P-133 Building H - 3rd Floor Plan P3
P-134 Building H - 4th Floor Plan P3
P-136 Building H - Roof Plan P3
P-140 Buildings J1 & J2 - Ground Floor Plan P2
P-141 Building J1 & J2 - 1st Floor Plan P2
P-142 Building J1 & J2 - 2nd Floor Plans P2
P-143 Building J1 & J2 - 3rd Floor Plans P2
P-144 Building J1 & J2 - 4th Floor Plans P2
P-145 Building J1 & J2 - Roof Floor Plan P2
P-200 Street Elevations 1 of 4 P5
P-201 Street Elevations 2 of 4 P4
P-202 Street Elevations 3 of 4 P4
P-203 Street Elevations 4 of 4 P5
P-204 Courtyard Elevations 1 of 2 P5
P-205 Courtyard Elevations 2 of 2 P5
P-220 Building A - South Elevation P2
P-221 Building A - East Elevation P2
P-222 Building A - North Elevation P2
P-223 Building A - West Elevation P2
P-230 Building H - South Elevation P3
P-231 Building H - West Elevation P3
P-232 Building H - East Elevation P3
P-233 Building H – Courtyard West Elevation P3
P-234 Building H - Courtyard North Elevation P3
P-235 Building H - Courtyard East Elevation P3
P-240 Building J1 - South Elevation P2
P-241 Buildings J1 & J2 - East Elevations P2
P-242 Building J2 - North Elevations P2
P-243 Buildings J1 & J2 - West Elevations P2
P-244 Building J1 - Courtyard South Elevation P2
P-245 Building J2 - Courtyard North Elevation P2
P-246 Buildings J1 & J2 - Courtyard East Elevation P2
S-405 Phasing Plan P2

Unit Layouts

P-700 1B Type 1 P2
P-701 1B Type 2 P2
P-702 1B Type 3 P2

P-703 1B Type 4 P2
P-704 1B Type 5 P2
P-705 1B Type 6 P2
P-707 1B Type 8 P2
P-708 1B Type 9 P2
P-710 2B3 Type 1 P2
P-711 2B3 Type 2 P2
P-712 2B3 Type 3 P2
P-713 2B3 Type 4 P2
P-714 2B3 Type 5 P2
P-715 2B3 Type 6 P2
P-716 2B3 Type 7 P2
P-717 2B3 Type 8 P2
P-720 2B4 Type 1 P2
P-721 2B4 Type 2 P2
P-722 2B4 Type 3 P2
P-723 2B4 Type 4 P3
P-724 2B4 Type 5 P2
P-725 2B4 Type 6 P2
P-726 2B4 Type 7 P2
P-727 2B4 Type 8 P2
P-728 2B4 Type 9 P2
P-729 2B4 Type 10 P2
P-730 2B4 M Type 1 LF P2
P-731 2B4 M Type 1 UF P2
P-740 3B5 Type 1 P2
P-741 3B5 M Type 1 LF P1
P-742 3B5 M Type 1 UF P1
P-743 3B5 M Type 2 LF P2
P-744 3B5 M Type 2 UF P2
P-750 4B6 M Type 1 LF P2
P-751 4B6 M Type 1 UF P2
P-760 1B W Type 1 P2
P-761 2B3 W Type 1 P2
P-762 2B3 W Type 2 P2
S-410 GIA Layout Plans (1 of 2) P4
S-411 GIA Layout Plans (2 of 2) P4
S-412 GIA Schedule A4 n/a P4
S-415 NIA / Tenure Layout Plans (1 of 2) P4
S-416 NIA / Tenure Layout Plans (2 of 2) P4
S-417 NIA Schedule A4 n/a P4

Landscape Drawings

0900 Landscape Masterplan P9
0901 Landscape- Hardworks P8
0902 Landscape- Hardworks P8

0903 Landscape- Hardworks P8
0904 Landscape- Hardworks P8
0905 Landscape- Hardworks P8
0906 Landscape- Hardworks P8
0910 Landscape- Softworks P8
0911 Landscape- Softworks P8
0912 Landscape- Softworks P8
0913 Landscape- Softworks P8
0914 Landscape- Softworks P8
0915 Landscape- Softworks P8
0916 Landscape- Softworks P8
0917 Tree Retention and Removal P6
0920 Landscape- Sections P4
0921 Landscape- Sections P4
0922 Landscape- Sections P3
0923 Landscape- Sections P3
0924 Landscape- Sections P3

Supporting Documents

Covering letters dated 30th November 2016, 10th February 2017 and 27th March 2017
Planning Statement – November 2016
Design and Access Statement - November 2016
Addendum Design and Access Statement – February 2017 and March 2017
Consultation Statement - November 2016
Transport Assessment and Travel Plan - November 2016
Transport Assessment Letter – 28th March 2017
CIL Additional Information Form – 24th March 2017
Sustainability Statement – November 2016
Drainage Statement and Flood Risk Assessment – February 2017
Drainage Strategy Letter – 27th March 2017
Energy Statement – 27th March 2017
Utilities Assessment – November 2016
Arboricultural Method Statement – 27th March 2017
Arboricultural Impact Assessment – 27th March 2017
Arboricultural Survey – 27th March 2017
Noise Impact Assessment – November 2016
Air Quality Assessment – November 2016
Ventilation and Extraction Details – November 2016
Land Contamination Assessment – September 2016
Ecological Assessment – November 2016
Daylight and Sunlight Assessment – Within Development – 3rd April 2017
Daylight and Sunlight Assessment – Neighbouring Properties – 29th March 2017
Affordable Housing Viability Assessment – March 2017
Amenity Space Diagrams Rev B (1 of 2) – 12th April 2017
Amenity Space Diagrams Rev A (2 of 2) – 10th April 2017
Amenity Space Schedule Rev B – 12th April 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 application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

MATERIALS

- 3) Notwithstanding the details shown on the plans, hereby approved, no development (other than for Groundwork's and Site Preparation Works) shall be undertaken unless and until:
- (a) details and appropriate sized samples of the materials to be used for all external surfaces of the proposed buildings and hard surfaced areas at the site shall have been submitted to and approved in writing by the Local Planning Authority; and
 - (b) sample panels shall be constructed on site, inspected and approved in writing by the Local Planning Authority.

The Development shall thereafter be implemented in accordance with such details and samples as so approved before the dwellings approved are first occupied.

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.

DETAILS OF ARCHITECTURAL FEATURES

- 4) Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence (other than for Groundwork's and Site Preparation Works) unless and until details (necessary details specified in brackets) of the following features and elements of the works have been submitted to the Local Planning Authority and approved in writing:
- Brick bonding (annotated plans at a scale of not less than 1:10).
 - External windows, winter gardens and doors (annotated plans at a scale of not less than 1:10).
 - Balustrading to balconies (annotated plans at a scale of not less than 1:10).
 - Door canopies (annotated plans at a scale of not less than 1:10).
 - Brick detailing including arches, recessed panels, blind windows, brick aprons and window heads (annotated plans at a scale of not less than 1:10).
 - Rainwater goods (annotated plans at a scale of not less than 1:10).
 - Privacy screens (annotated plans at a scale of not less than 1:10).
 - Boiler flues and other external air extraction, intake and ventilation points (annotated plans at a scale of not less than 1:10).

- Any roller shutters to the undercroft commercial areas (annotated plans at a scale of not less than 1:10).
- Gates at the site vehicular access points (annotated plans at a scale of not less than 1:10).

The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the development 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.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

5) Prior to the commencement of development of any phase, a site wide framework Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The framework CEMP shall include, but not be limited to, principles for the following aspects of construction to be taken forward within detailed Construction Method Statements for each phase as identified in Condition 6:

1. Site wide construction programme.
2. Contractors' access arrangements for vehicles, plant and personnel including the location of
3. Construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers.
4. Construction and demolition hours, which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
5. Prior notice and agreement procedures for works outside agreed limits and hours.
6. Delivery and collection times for construction purposes.
7. Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 - Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.
8. Confirmation on whether a concrete crusher will be used
9. Dust suppression management and wheel washing measures, including the deposition of all debris on the highway
10. Site lighting details.
11. Drainage control measures including the use of settling tanks, oil interceptors and bunds.
12. Screening and hoarding details.
13. Access and protection arrangements around the site for pedestrians, cyclists and other road users.
14. Procedures for interference with public highways, (including public rights of way), permanent and temporary realignment, diversions and road closures.
15. External safety and information signing and notices.
16. Liaison, consultation and publicity arrangements including dedicated points of contact.
17. Membership of the Considerate Contractors Scheme.
18. Complaints procedures, including complaints response procedures.
19. Location of Contractors compound and method of moving materials, plant and equipment around the site.
20. Mitigation measures to maintain water quality.
21. Contractors compound and car parking arrangements;

22. Interim car parking management arrangements for the duration of the construction.
23. Community liaison contact for the duration of all works associated with the development.
24. Temporary pedestrian routes through the site.
25. Provision of a competent Banksman

Reason:

To ensure the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan

- 6) Prior to the commencement of development of any phase, a Construction Method Statement (CMS) shall be submitted to and approved in writing by the local planning authority. The CMS shall demonstrate how the construction of the approved phase accords with the principles established in the framework Construction Environmental Management Plan (CEMP). Thereafter the development shall be undertaken in accordance with the agreed details.

Reason: To ensure the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

PILING

- 7) No piling shall take place in connection with the works approved under this application until a Piling Method Statement detailing all types of piling to be undertaken as part of implementation of the development and the methodology by which such piling will be carried out, including the measures to be used to prevent damage to subsurface sewerage infrastructure and the programme for the works, has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. Any piling carried out in connection with the works approved under this application must be undertaken in full accordance with the Piling Method Statement approved under this condition.

Reason:

To protect underground sewerage utility infrastructure in close proximity to the application site from piling work associated with the development proposed and to comply with policy 5.14 of the London Plan

SITE LEVELS

- 8) Notwithstanding the details submitted in the drawings otherwise hereby approved the development is not to commence (other than for Groundwork's and Site Preparation Works) unless and until details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be

implemented in accordance with such details as so approved before the dwellings approved are occupied.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

MEASURES TO ENSURE PRIVACY

- 9) Notwithstanding the details shown in the plans submitted and otherwise hereby approved none of the buildings hereby granted consent shall be occupied unless and until plans and other appropriate details are submitted to the Local Planning Authority and approved in writing which specify all windows in the proposed buildings that are to be permanently glazed with obscured glass and fixed shut or provided with only a fanlight opening and the manner and design in which these windows are to be implemented. Before the buildings hereby approved are occupied the development shall be implemented in full accordance with the details and specifications approved under this condition and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of occupiers of neighbouring residential properties and the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

- 10) Notwithstanding the details shown in the plans submitted and otherwise hereby approved none of the buildings hereby granted consent shall be occupied unless and until plans and other appropriate details are submitted to the Local Planning Authority and approved in writing which specify the size, design, materials and location of all privacy screens to be fixed to the proposed buildings. Before the buildings hereby approved are occupied the development shall be implemented in full accordance with the details and specifications approved under this condition and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of occupiers of neighbouring residential properties and the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

REFUSE AND RECYCLING

- 11) Notwithstanding the details submitted with the application and otherwise hereby approved, before the development hereby permitted is brought into use or occupied details of the:

- enclosures,
- screened facilities and/or
- internal areas of the proposed buildings to be used for the storage of recycling containers,
- wheeled refuse bins and any other refuse storage containers where applicable;
- satisfactory points of collection; and details of the refuse and recycling collection arrangements shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason:

To ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

- 12) Notwithstanding the details submitted with the application and otherwise hereby approved the submission of an Operational Site Waste Management Plan (OWMP) shall be submitted to and approved in writing by the local planning authority. The OWMP includes details of:

- a) Storage and collection of refuse within the site.
- b) the anticipated nature and volumes of waste.
- c) Measures to ensure the maximisation of the reuse of waste.
- d) measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
- e) the location and timing of provision of facilities pursuant to criteria b/c/d.

Reason:

To ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

WATER AND DRAINAGE

SURFACE WATER DRAINAGE SCHEME

- 13) The development hereby permitted shall not commence (other than for Groundwork's and Site Preparation Works) unless and until a Drainage Strategy detailing all on and off site drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning. No foul, surface or ground water shall be discharged from the development hereby approved into the public sewer system until the drainage works and Sustainable Urban Drainage System features identified in the approved Drainage Strategy have been implemented in their entirety.

Reason:

To ensure that the development provides appropriate drainage infrastructure and to comply with policy CS13 of the Barnet Local Plan and policies 5.13 and 5.14 of the London Plan.

WATER EFFICIENCY

- 14) The only toilets to be installed in the development hereby approved shall be dual flush (6 to 4 litres) toilets and all taps fitted in the development shall be spray or flow restricted taps.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan

- 15) Before the development hereby permitted is first occupied details of the water efficiency measures to be installed in the scheme to ensure that it achieves a water usage standard of not more than 105 litres per head per day shall be submitted to and approved in writing by the Local Planning Authority. The details provided shall include sufficient particulars to demonstrate how the water usage standard of not more than 105 litres per head per day shall be achieved. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the development

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan

COMMERCIAL USES

- 16) Notwithstanding the plans and supporting details approved in condition 2, Class A5 of the Use Classes Order 2013 is excluded from the range of uses and is not included as part of the application hereby approved.

Reason:

To enable the Local Planning Authority to exercise control over future potential uses within the development to safeguard the amenities of occupiers of adjoining residential properties, in accordance with policy DM01 of the Barnet Local Plan.

- 17) Upon their first occupation the commercial units on the ground floor of the buildings hereby approved shall be occupied for uses in locations specified in the details approved under

condition 2 and falling within Class A1, A2, A3, A4, D1 and D2 of the Town and Country Planning (Use Classes) Order 1987 and for no other purpose.

Reason:

To enable flexibility for the first occupation of the commercial units hereby approved, in accordance with policies DM12 and DM13 of the Barnet Local Plan.

18) Notwithstanding the potential initial uses that are permitted to occupy the commercial units on the ground floor of the buildings hereby approved and as specified under condition 19 of this consent, following the first occupation and commencement of a use within each commercial unit, any subsequent change to an alternative use within those specified by this consent shall require the submission of a full planning application to the Local Planning Authority for express planning permission.

Reason:

To enable the Local Planning Authority to exercise control over future potential uses within the development to safeguard the amenities of occupiers of adjoining residential properties, in accordance with policy DM01 of the Barnet Local Plan.

HIGHWAYS AND TRANSPORT

DELIVERY AND SERVICING PLAN FOR COMMERCIAL USES (DSP)

19) Prior to commencement a full Delivery and Servicing Plan (DSP) for all commercial units within the development 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.

CAR PARKING

20) Prior to the commencement of the relevant phase, details of the number, location and layout of car parking spaces within that phase shall be submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be provided in accordance with the approved details prior to occupation 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 Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.21. All residential units (Use Class C3) in the development hereby permitted shall all be constructed to achieve all the relevant criteria of Part M4(2)

CAR PARKING MANAGEMENT PLAN

- 21) Prior to the occupation of each of the phases 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
 - iv. The enforcement of unauthorised parking; and
 - v. Disabled parking spaces
 - vi. Electrical Vehicle Charging Points.

The Car Park Management Plan should include details of the proposed monitoring of EVCP and disabled parking spaces, to inform when additional spaces are required to be brought into operation. The Car 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

ESTATE ACCESS ROADS

- 22) Prior to commencement and notwithstanding the details approved, the applicant should submit a scheme showing details of the proposed internal road layout for approval, including layout and ramp gradient details for internal roads and access to car parks, details of swept paths and turning movements for Heavy Goods Vehicles and Refuse Collection vehicles entering the site and that Heavy Goods Vehicles and Refuse Collection vehicles can turn around within the internal roads.

Reason:

To ensure the safe form of access to the development to conform to 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.

ELECTRIC VEHICLE CHARGING POINTS

- 23) Before the development hereby permitted commences (other than demolition, site clearance and ground works) details of the Electric Vehicle Charging Points with minimum 20% active and 20% passive shall be submitted to and agreed in writing by the Local Planning Authority.

Reason:

To ensure that the Electric Vehicular Charging provision is in accordance with the London Plan requirements.

CYCLE PARKING

- 24) Prior to the commencement of the relevant phase of the development (other than demolition, site clearance and ground works), details for the provision of cycle parking and storage facilities to serve the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the approved details and maintained for the life of the development.

Reason:

In the interests of promoting cycling as a mode of transport 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.

ENVIRONMENTAL HEALTH CONDITIONS

CONTAMINATED LAND

- 25) Before development commences other than for investigative work:
- a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
 - b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:
 - A risk assessment to be undertaken,
 - Refinement of the Conceptual Model, and
 - The development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.
 - c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been

carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2011.

NOISE AND AIR QUALITY MANAGEMENT AND MITIGATION

- 26) Prior to the commencement of the development hereby permitted (other than for Groundwork's and Site Preparation Works) a Scheme of Air Pollution Mitigation Measures to be provided in the development to protect the amenities of future occupiers shall have been submitted to the Local Planning Authority and approved in writing. The approved Scheme of Air Pollution Mitigation Measures shall be implemented in its entirety before the first occupation of the development.

Reason:

To ensure that the amenities of future occupiers are protected in accordance with policy DM04 of the Barnet Local Plan and policy 5.3 of the London Plan

Servicing and Maintenance

- 27) Prior to the first occupation of the development hereby permitted a scheme detailing the servicing and maintenance regime to be in place for the air pollution mitigation measures installed in the development (as part of condition 26) shall have been submitted to the Local Planning Authority and approved in writing. The air quality mitigation measures in the development shall be serviced and maintained in full accordance with the approved details in perpetuity.

Reason:

To ensure that the amenities of future occupiers are protected in accordance with policy DM04 of the Barnet Local Plan and policy 5.3 of the London Plan.

- 28) Prior to the commencement of the development (other than for Groundwork's and Site Preparation Works) a full scheme of the measures to be incorporated in the development to mitigate the impact of noise from road traffic and any other relevant sources of noise on the occupiers of the development shall be submitted to the Local Planning Authority and approved in writing. The scheme of measures submitted shall ensure that the levels of noise as measured within habitable rooms of the new dwellings hereby approved shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am and the submission made shall include sufficient details and information to adequately demonstrate how these standards would be met. The development shall be implemented in full accordance with the approved scheme of noise mitigation measures in its entirety before the first occupation of the development.

Reason:

To ensure that the amenities of the occupiers of the development are not prejudiced by noise and to accord with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan

- 29) Prior to the first occupation of the development hereby permitted details of all acoustic walls, fencing and other barriers to be erected on the site shall have been submitted to the Local Planning Authority and approved in writing. Prior to the first occupation of the development the acoustic walls, fencing and other barriers shown in the approved details shall be erected and installed in their entirety and be maintained as such in perpetuity thereafter.

Reason:

To ensure that the amenities of the occupiers of the development are not prejudiced by noise and to accord with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

- 30) Before the development hereby permitted commences (other than for Groundworks and Site Preparation Works), a report shall be carried out by a competent acoustic consultant, submitted to the Local Planning Authority and approved in writing which clearly sets out and assesses the likely noise impacts from all the ventilation and extraction plant to be installed as part of the development and the mitigation measures proposed to be used to reduce the noise impacts arising from the ventilation and extraction plant to be installed to acceptable levels. The report submitted 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 contents and recommendations. The mitigation measures proposed to reduce the noise impacts arising from the ventilation and extraction plant set out in the report approved under this condition shall be implemented in their entirety before the development is occupied.

Reason:

To ensure that the amenities of neighbouring properties are protected from noise from the development in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan

- 31) Before the development hereby permitted commences (other than for Groundworks and Site Preparation Works) on site details of all extraction and ventilation equipment to be installed in the development shall be submitted to and approved in writing by the Local Planning Authority. Extraction and ventilation equipment shall be installed at the site in full accordance with the details approved under this condition before the first occupation of the site.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan

- 32) The level of noise emitted from the plant installed as part of the development 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 Barnet Local Plan and 7.15 of the London Plan

TREES, LANDSCAPE AND BIODIVERSITY

BIODIVERSITY

- 33) Prior to the commencement of the development details comprising a scheme of measures to enhance and promote biodiversity at the site as redeveloped shall be submitted the Local Planning Authority and approved in writing. The scheme submitted shall include (but not be limited to) details of biodiversity enhancement measures related specifically to bats and birds. The approved scheme of measures shall be implemented in full in accordance with the approved details before the first occupation of the development.

Reason:

To ensure that the development represents high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policies 5.11 and 7.19 of the London Plan

TREE PROTECTION

- 34) No site works or other works associated with this development shall be commenced before temporary tree protection measures to safeguard trees adjacent to the application site have been erected in accordance with details that have been previously submitted to and approved in writing by the Local Planning Authority. The tree protection measures approved shall remain in place until after the development works hereby consented are completed and no material or soil shall be stored within any of the protected areas during the works associated with this development.

Reason:

To safeguard the health of existing trees which represent an amenity feature in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

- 35) No site works or other works associated with this development shall be commenced before a method statement detailing the precautions to be taken to minimise damage to trees adjacent the site, in accordance with British Standard BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved details.

Reason:

To safeguard the health of existing trees which represent an amenity feature in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

EXCAVATION WORK AND TREES

- 36) Prior to the commencement of the development hereby approved details of the location, extent and depth of all excavations for drainage and other services in relation to trees to be retained, or trees on adjacent sites, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with such approval.

Reason:

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

- 37) No site works or works in connection with the development hereby approved shall be commenced until protective measures are undertaken in accordance with an Ecology Assessment Report, the report is to identify any works required to protect any wildlife species protected by law and the details of any mitigation measures including the timing of works and details of any special techniques, have been submitted to and agreed in writing by the council. The mitigation and techniques hereby permitted shall be implemented and maintained thereafter.

Reason:

To ensure that any protected species present are not affected by the development.

HARD AND SOFT LANDSCAPING

- 38) Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the relevant phase of development or any site works, a detailed scheme of hard and soft landscaping and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping and means of enclosure submitted shall include but not be limited to the following:

- the position of any existing trees and hedges to be retained or removed;
- details of all tree, hedge, shrub and other planting proposed as part of the scheme;
- all planting proposed for green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities reflecting a majority of Mosaic species;
- means of planting, staking and tying of trees, including tree guards, planter depths;
- detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;
- existing site contours and any proposed alterations to these such as earth mounding;
- details of all proposed hard landscape, including proposed materials, samples;
- details of techniques to be used to provide conditions appropriate for new plantings;
- timing of planting;
- details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site; and

- Any ecological mitigations measures.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.

- 39) All work comprised in the approved scheme of hard and soft landscaping shall be carried out before the end of the first planting and seeding season following the first occupation of the relevant phase or completion of the construction of the development, whichever is sooner.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

- 40) Any existing tree or hedge shown to be retained or trees, hedges 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 the relevant phase of the 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 and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

LANDSCAPE MANAGEMENT PLAN

- 41) The relevant phase of the development hereby approved shall not be occupied unless and until a Landscape Management Plan, including details of the long term design objectives, management responsibilities and maintenance schedules for all areas of the site, have been submitted to the Local Planning Authority and approved in writing. The management of the landscaping at the site shall be carried out in accordance with the details in the approved Landscape Management Plan.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

PLAY EQUIPMENT

- 42) Notwithstanding the details shown on the plans otherwise hereby approved, prior to the first occupation of the relevant phase of the development a scheme detailing all play equipment to be installed in the communal or public amenity space as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be

implemented in full accordance with the details as approved prior to the first occupation of the development and the play space shall thereafter be retained.

Reason:

To ensure that the development represents high quality design and to accord with policies DM01 and DM02 of the Barnet Local Plan and policy 3.6 of the London Plan.

CONSTRUCTION MITIGATION MEASURES

- 43) Prior to the commencement of the development or the carrying out of any site clearance works, details comprising a scheme of measures to be put in place to ensure that the clearance of the site and construction of the development hereby approved is compliant with development plan policy and legislation on the protection of breeding birds, common toads and reptiles shall be submitted the Local Planning Authority and approved in writing. The site clearance works and construction of the approved development shall be carried out in full accordance with the scheme of measures approved under this condition.

Reason: To ensure that the development meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy 7.19 of the London Plan.

SECURITY AND LIGHTING

- 44) Prior to occupation of the relevant phase of the development hereby approved, an External Lighting Assessment of lighting proposed within that Development Phase shall be submitted to and approved in writing by the Local Planning Authority. The External Lighting Assessment submitted shall detail the existing average night time luminance and light spread levels across the application site at night, identify the levels of light pollution received at the windows to residential properties within proposed development and, where appropriate, identify the measures to be used to mitigate the impacts of light pollution on the future occupiers proposed dwellings as well as mitigate any impacts to species including bats. Any light pollution mitigation identified in the External Lighting Assessment shall be implemented in full prior to occupation of the relevant phase.

Reason:

To ensure the development provides adequate amenities of the future occupiers of the proposed dwellings and to accord with policy DM01 of the Barnet Local Plan and to mitigate the impact to species including bats in accordance with policies CS7 and DM16.

CRIME PREVENTION MEASURES

- 45) Notwithstanding the details shown in the plans submitted and otherwise hereby approved prior to the first occupation of the dwellings hereby granted consent details of the security and crime prevention measures to be included within the development shall be submitted to and approved in writing by the Local Planning Authority. The information submitted in this respect shall include (but not be limited to) details in relation to:
- The postal arrangements for communal entrances.

- The measures to be used to prevent unauthorised access to the undercroft parking areas.
- The means of enclosing the site.
- The contribution that the landscaping of the site can make to security and crime prevention.
- The development shall be implemented in full accordance with the approved details prior to the first occupation of the development

Reason:

To ensure that appropriate security and crime prevention measures are provided as part of the development in accordance with policy DM01 and DM02 of the Barnet Local Plan and policy 7.13 of the London Plan.

BREEAM

- 46) The commercial units within the scheme of development hereby permitted (Use Classes A1, A2, A3, A4, B1, D1 and D2) shall be constructed to achieve not less than BREEAM 'Very Good' within three months of first occupation of the building in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme). A copy of the summary score sheet and BREEAM Post Construction Certificate shall be submitted to the Local Planning Authority to demonstrate that this has been achieved. The non-residential buildings shall not be occupied until formal certification has been issued confirming that not less than Very Good has been achieved and this certification has been submitted to the Local Planning Authority for agreement in writing.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, and policies 5.2 and 5.3 of the London Plan 2016.

SITE WASTE MANAGEMENT PLAN

- 47) Prior to commencement of the development a Site Waste Management Plan detailing how the development will minimise waste in the construction process and source materials sustainably where possible, shall be submitted to the Local Planning Authority and approved in writing. The development shall be carried out in accordance with the approved details.

Reason:

To ensure that the development is sustainable and complies with the requirements of London Plan policy 5.3.

GATE DESIGN

- 48) Prior to the commencement of development details of the design and access controls for blocks A, J1, J2 and H shall be submitted for approval in writing by the local planning authority, the gates shall be installed prior to occupation of the relevant block and thereafter maintained in secure and good working order for the lifetime of the development.

Reason:

To ensure the safety and security of users in accordance with policies CS5 and DM01

ACCESS TO NATIONAL GRID SITE

- 49) Access to National Grid land across the site will be maintained at all times unless otherwise agreed in writing by National Grid and/or its successors in title.

Reason:

To ensure access is maintained in accordance with LB Barnet policies CS9 and DM17.

ACCESS TO VICTORIA RECREATION GROUND

- 50) No works associated to the proposed connection between the development and Victoria Recreation Ground to take place until the detailed design of the access, connections and associated construction program, management and maintenance program are agreed in writing by the council. Thereafter, the works shall be undertaken in accordance with the details approved and retained as such

Reason:

To ensure there is no unacceptable impact to the council's asset and its continued use as well as to ensure appropriate connections and measures to protect trees and habitat, in accordance with LB Barnet policies CS9 and DM17.

BOUNDARY TREATMENT TO VICTORIA RECREATION GROUND BOUNDARY

- 51) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development shall not be occupied until details are submitted to the Local Planning Authority and approved in writing, which specify the details of boundary treatment to the Victoria Recreation Ground Boundary along the length of site. These details shall include materials, type and location of the boundary treatment. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

ENERGY & SUSTAINABILITY

- 52) Prior to the commencement of the development hereby approved (other than demolition, site clearance and ground works) a detailed strategy setting out how and when the various blocks of development will be connected to the Energy Centre shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance

with the details as approved and the development shall not be occupied until it has been demonstrated that the properties have been connected to the Energy Centre, as to be agreed in writing by the council.

Reason:

To ensure that the development is sustainable and complies with the requirements of London Plan policies 5.2 and 5.6.

BAT AND BIRD BOXES

- 53) Notwithstanding the details approved in condition 2, prior to commencement of the relevant phase of the development, details and location of bat and bird boxes shall be submitted for approval in writing by the council. Prior to occupation the bat and bird boxes hereby approved will be installed and all reasonable measures taken to minimise disturbance to these boxes for the lifetime of the development

Reason:

In the interests of protecting and enhancing biodiversity in accordance with policies CS7 and DM16.

DIGITAL/SATELLITE TELEVISION EQUIPMENT

- 54) Prior to commencement of the development hereby permitted, a scheme for the provision of communal/centralised satellite and television reception equipment to be installed on all blocks hereby permitted shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the details approved and the equipment shall thereafter be retained and made available for use by all occupiers of the development.

Reason:

To ensure that the development makes appropriate provision for such equipment, so as to not impact adversely on the character of the area, in accordance with policies CS5 and DM01 Barnet Local Plan.

TELECOMMS EQUIPMENT

- 55) Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

Reason:

To ensure that the development does not impact adversely on the character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with policies CS5 and DM01 Barnet Local Plan.

INFORMATIVE(S):

1 A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

2.0 BACKGROUND TO THE APPLICATION

The application site lies to the south of the former British Gas Works site, which is located to the north of Victoria Road; it abuts Victoria Recreation Ground to the north east and has its north west boundary formed by the railway embankment.

The application pertains to a 1.05 hectare site located on the edge of New Barnet town centre, approximately 200 metres from New Barnet train station, see Appendix 1.

The Site has a Public Transport Accessibility Level (PTAL) of 3 (Moderate) according to Transport for London's (TfL) website.

The Site is currently occupied by several commercial and residential properties most of which are vacant. The northern area of the site lies within the former New Barnet Gas Works boundary which is currently undergoing remediation as part of the approved planning application for the Victoria Quarter area (LPA Ref: B/04834/14).

This current application seeks revisions to the southern part of the previous scheme of redevelopment involving changes to Blocks A, J1 and J2 and a replacement Block H on land more recently assimilated.

The inclusion of additional land and buildings along the southern boundary of the Gas Works site, fronting Victoria Road, has not only allowed for a revised 'Gateway' access arrangement into the Gas Works site via Albert Road, but also provides for an increase in the overall number of residential units and amendments to the commercial floorspace granted under the previous planning approval B/04834/14.

This current submission therefore seeks to obtain permission as a 'drop in' application to augment the previous approval; as such this application looks to obtain a standalone approval for the changes proposed and the increase in the number of residential units and amendments to the commercial floorspace.

As with the previous approval for the former Gas Works site, there will be a Section 106 agreement entered into covering various areas of works and contributions for this current application, which will also take account of some of the requirements contained within the original Section 106 for the Gas Works site.

Policy Support

The Gas works and adjoining areas of land have been identified in the New Barnet Town Centre Framework as an opportunity area for regeneration together with future enhancement and improvement to the existing town centre fringe. The former gas works site already has approval for development and the current application which incorporates additional land and buildings provides added development value which will help with the viability for the site bearing in mind the level of remediation works currently taking place.

Notwithstanding the need to improve the area in and around the Gas Works site, the proposed redevelopment is consistent with the sustainability principles advocated by national planning policy in the National Planning Policy Framework.

The proposals will bring forward a much needed transformation of the area and the removal of a somewhat isolated and blighted site. It will create a balanced, mixed and inclusive community and will significantly enhance the physical environment of the area and the nearby town centre, bringing about improvements to the quality of life for existing residents and the wider community through the provision of enhanced social and environmental infrastructure.

Affordable Housing

The development will provide a total of 104 residential units, with a mix of private homes (85 units) and affordable homes (19 units). Having regard to the former approved blocks the 'drop in' application pertaining to this current submission provides for an additional 52 units above that already approved with the previous scheme.

The current application therefore intends to deliver 18.3% affordable housing (36.5% on the uplift), giving an overall figure of 17.9% affordable housing when including that already approved with the former permission for the Gas Works (previously 15%). The viability of the affordable housing provision has been independently reviewed and confirmed to be the maximum viable amount and the s106 would also include a review mechanism.

The development will introduce a range of household sizes (1, 2, and 3 bedroom properties) in the form of housing and apartments all with access to private amenity space and will provide high quality sustainable dwellings.

Urban Design

The Design Principles have been based on a rigorous analysis of the previous planning approval for the site, including the character of the surrounding area together with consultation with existing and adjoining residents. The scheme is in compliance with policies in the Local Plan and London Plan which encourage high quality, accessible, legible environments that are responsive to local characteristics.

The resulting scheme of development will allow for a mix of tenure with a range of household sizes, located within a well-defined and attractive public realm facing onto Victoria Road and running through to Victoria Recreation Ground. All the accommodation meets the required standards for minimum floor spaces as well as Lifetime Homes and wheelchair housing.

The scheme does however have a shortfall in outdoor amenity space 105sq metres for which the applicant is to agree to make an off-site contribution to mitigate this shortfall.

Transport and Parking

The proposed new access arrangements and highways impacts have been subject to review and assessment by the Council's Traffic and Development Team who raise no objections to the development. The resultant vehicle trips will be satisfactorily accommodated within the existing transport network.

Having regard to the moderate level of accessibility of the site (PTAL3); 49 (0.55) car parking spaces and 9 visitor car parking spaces will be provided for the development.

Across the whole development car parking equates to 392 spaces and 10 visitor spaces which is in accordance with the Council's parking standards. These will largely be accommodated in basements, parking areas within courtyards and on street parking. Cycle and disabled parking will be provided in accordance with the London Plan standards.

The application will deliver a package of transport improvements including the improvement to vehicle access points, the pedestrian and cycle environment and the provision of a Toucan and Puffin Crossing.

Sustainability and Energy

The proposed redevelopment would make efficient use of brownfield land, would improve and promote public transport accessibility and create a mixed and balanced community.

The development has been designed to minimise its impact on the environment and has an emphasis on using less energy. All of the dwellings will be built to Sustainable Standards Part M/L of the Building Regulations and the development would deliver a carbon saving of 42% through efficient building design and the installation of a CHP plant and solar photovoltaic panels. However, it is established that there will be an annual excess of carbon emissions of approximately 57.0 tonnes this will result in a carbon offset payment of £102,670.

Open Space and Recreation

The proposals include the creation of new areas of public open space within the site and additional landscaped areas for tree/shrub planting. These areas would provide opportunities for mature tree planting, wildlife enhancements and informal and formal play space.

The development is also in very close proximity to Victoria Recreation Ground and the proposed improvements to the access into the park will make the facility more attractive to residents and the wider community.

Biodiversity

Use of green roofs, tree planting and other ecological enhancements are promoted with the scheme to improve biodiversity and help create green links to the park and the proposed development on the former gas works site.

Conclusion

In conclusion officers consider that, on balance; the development is acceptable having regard to relevant local, regional and national policies. The principle of the redevelopment of the site and the provision of a residential-led mixed use scheme is also acceptable and it is in accordance with approved development on the remaining part of the Gas Works site.

The scheme would deliver 104 high quality homes with an appropriate mix and with 18.3% of residential units (36.5% of the additional units) being provided as affordable (Shared Ownership) which, although below the policy target of 40%, is fully justified through the financial viability provided by the applicant and independently reviewed assessment.

1. MATERIAL CONSIDERATIONS

1.1 Environmental Impact Assessment (EIA)

The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 (the 'Regulations'), EU Directive 85/337/EEC (as amended), Circular 02/99 as well as the National Planning Practice Guidance (2016). While the EIA Regulations were amended in May 2017, this only applies to the consideration of applications received after this date and as such the application needs to be considered in the context of the 2011 regulations.

Screening for EIA development

In respect of EIA screening, the proposed development does not fall within 'Schedule 1' development. However, the development is considered to constitute the 'Schedule 2' development namely, an 'urban development project' in accordance with Section 10(b) of Schedule 2 of the Regulations. The threshold identified for such projects is an area exceeding 0.5ha. Although, it is noted that the site is not located in a sensitive area as defined in the regulations.

Prior to the submission of this application, an EIA Screening Opinion was sought by the applicant in October 2016 pursuant to section 13 of the Town and Country Planning Act 1990. Following assessment, officers considered the whole scheme of development, incorporating the extant permission, and took the view that it did fall within Schedule 2 of the Regulations. However, the current 'drop in' application as a stand-alone submission was not of such significance to warrant an EIA submission.

Notwithstanding this, the matters which would have been possibly scoped into an EIA report for the scheme have in fact been mitigated through prior assessment or through condition/Section 106 contribution towards those aspects of possible concern. As such officers consider that a separate EIA submission will not be required in this case.

1.2 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the

development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents, including the development plan documents forming the Core Strategy and Development Management Policies which were both adopted by the Council in September 2012.

A number of other planning documents, including the National Planning Policy Framework and supplementary planning guidance are also material to the determination of this application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application, is set out in subsequent sections of this report dealing with specific policy and topic areas. This is not repeated here.

The London Plan

The London Plan (2016) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy

(Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.15 (Town Centres); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) and 3.13 (Affordable Housing Thresholds).

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative

Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land).

London's Transport

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

Mayors Housing SPG (March 2016?)

The Housing SPG has been updated to reflect the Further Alterations to the London Plan (FALP) and the Minor Alterations to the London Plan (MALP). It provides updated guidance on a range of strategic policies including housing supply, residential density, housing standards, build to rent developments, student accommodation and viability appraisals.

This SPG replaces the 2012 Housing SPG and the Mayor's Housing Standards Policy Transition Statement.

The proposals in the Bill will have implications for how we plan for affordable housing delivery in London. The Housing SPG has been updated to reflect the Further Alterations to the London Plan (FALP) and the Minor Alterations to the London Plan (MALP). It provides updated guidance on a range of strategic policies including housing supply, residential density, housing standards, build to rent developments, student accommodation and viability appraisals. This SPG replaces the 2012 Housing SPG and the Mayor's Housing Standards Policy Transition Statement. The proposals in the final Bill will have implications for how we plan for affordable housing delivery in London. It is likely that further guidance or advice on affordable housing will be required once more detail is known about the Government's approach and its implications for London.

Draft Affordable Housing and Viability SPG (November 2016)

The SPG provides guidance to ensure that existing policy is as effective as possible. It does not introduce any new policy. The SPG's main aim is to speed up planning decisions and increase the amount of affordable housing delivered through the planning system. Importantly, it will help embed the requirement for affordable housing into land values and make the viability process more

consistent and transparent, as well as speeding up the planning process for those schemes which are delivering more affordable homes. The SPG sets out the Mayor's preferred approach and Local Planning Authorities (LPAs) are strongly encouraged to follow this approach for all schemes of ten or more units

Sustainable Design and Construction (May 2006)

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development. In terms of waste, the preferred standard seeks to provide facilities to recycle or compost at 60% of waste by 2015. The SPG also states that the siting of recycling facilities should follow consideration of vehicular access to the site and potential (noise) impacts on amenity.

The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

Accessible London: Achieving an Inclusive Environment (April 2004)

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

Planning for Equality and Diversity in London (October 2007)

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

All London Green Grid (March 2012)

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

Relevant Local Plan (2012) Policies

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

CS - NPPF National Planning Policy Framework – Presumption In Favour Of Sustainable Development.

CS1 - Barnet's Place Shaping Strategy – Protection, Enhancement And Consolidated Growth – The Three Strands Approach.

CS3 - Distribution Of Growth In Meeting Housing Aspirations.

CS4 - Providing Quality Homes and Housing Choice In Barnet

CS5 - Protecting and Enhancing Barnet's Character To Create High Quality Places.

CS6 - Promoting Barnet's Town Centres.

CS7 - Enhancing and Protecting Barnet's Open Spaces.

CS8 - Promoting a Strong and Prosperous Barnet.
CS9 - Providing Safe, Effective and Efficient Travel.
CS10 - Enabling Inclusive and Integrated Community Facilities and Uses.
CS11 - Improving Health and Well-Being In Barnet.
CS12 - Making Barnet a Safer Place.
CS13 - Ensuring The Efficient Use Of Natural Resources.
CS14 - Dealing With Our Waste.
CS15 - Delivering The Core Strategy.

Development Management Policies (Adopted 2012):

DM01 - Protecting Barnet's Character and Amenity.
DM02 - Development Standards.
DM03 - Accessibility and Inclusive Design)
DM04 - Environmental Considerations for Development.
DM05 - Tall Buildings.
DM06 - Barnet's Heritage and Conservation.
DM08 - Ensuring a Variety of Sizes of New Homes to Meet Housing Need.
DM10 - Affordable Housing Contributions.
DM11 - Development Principles for Barnet's Town Centres.
DM13 - Community and Education Uses.
DM14 - New and Existing Employment Space.
DM15 - Green Belt and Open Spaces.
DM16 – Biodiversity.
DM17 - Travel Impact and Parking Standards.

Supplementary Planning Guidance And Documents:

A Number of Local and Strategic Supplementary Planning Guidance (SPG) and Documents (SPD) are material to the determination of the application.

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)
Residential Design Guidance (April 2013)
Planning Obligations (April 2013)
Affordable Housing (February 2007 With Updates In August 2010)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Health Issues In Planning (June 2007)
Wheelchair Accessible Housing (September 2007)
Planning For Equality and Diversity In London (October 2007)
All London Green Grid (March 2012)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
Housing (November 2012)

National Planning Guidance:

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance.

The NPPF is a key part of reforms to make the planning system less complex and more accessible. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications which are considered to accord with the development plan. In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

The Community Infrastructure Levy Regulations 2010:

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Should permission be granted, obligations would be attached to mitigate the impact of the development which, are set out in Section 10 of this report.

1.3 Relevant Planning History

Planning Permission for the redevelopment of the British Gas works site now referred to as the Victoria Quarter site was granted on the 1st May 2015 (LPA Ref: B/04834/14) for 305 residential units and 674sqm of non-residential floorspace.

The Committee Report for the Planning Application acknowledged that land assembly to the south of the Victoria Quarter site was complex and potentially hindering delivery of the Council's vision for the redevelopment of the Victoria Quarter character area (herein referred to as the Victoria Quarter Redevelopment Area).

The planning history mainly comprises historic applications relating to the use of the site by National Grid, the majority of which are of no relevance to this current application. However a number of planning applications have been submitted as outlined below;

16/6576/ESR - EIA Screening Opinion. Decision: EIA not required..

16/3894/CON - Victoria Quarter Land Formerly Known As British Gas Works Albert Road, Barnet. Submission of details for condition 74 (Excavations and Earthworks) pursuant to planning permission B/04834/14 dated 01/05/15. Approved 21/7/16.

16/03565/CON Victoria Quarter Land Formerly Known As British Gas Works Albert Road, Barnet. Submission of details of condition 69 (Bat boxes) pursuant to planning permission B/04834/14 dated 01/05/15. Approved 15/7/16.

16/3459/CON - Victoria Quarter - Land Formerly Known As British Gas Works Albert Road, Barnet. Submission of details of conditions 59 (Tree Protection) 60 (Tree Method Statement) 61 (Tree Excavations) pursuant to planning permission B/04834/14 dated 01/05/15 for the Demolition, Remediation and Enabling phase only. Approved 24/8/16.

14/07829/192 - Land Formerly Known As British Gas Works Albert Road, Barnet: Involving remediation works to include stripping off soil and replacing it to the same level and gradient and replacement of fence. The proposal meets the criteria set out in Class F, Part 17 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, as amended. Approved 8/1/15

B/04834/14 (APPENDIX 1) – Residential-led, mixed-use development of the Former Albert Road Gas Works comprising the erection of 305 residential units (Use Class C3), 116 sq m of Retail floorspace (Use Class A1/A2/A3/A4) and 558 sq m of flexible Commercial floorspace (Use Class A3/D1/D2); the creation of new public open space; alterations and additions to existing highways arrangements; the removal of an existing elevated footbridge and the creation of new pedestrian routes; together with associated works including landscaping, provision of basement and surface car parking, servicing and plant area. Relocation of an existing sub-station. Approved 1/5/15.

H/02892/13 – EIA Screening Opinion. Decision: EIA not required, 02/08/2013.

B/00200/09 Demolition of existing buildings and erection of a mixed use development comprising 211 residential units, supermarket (10,526sqm gross floor space) and additional 1,893 sqm gross non-residential floor space comprising A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes) and D1 (non-residential uses), public space, car parking, access and related highways works and associated works. Withdrawn 01/07/2009.

16/6118/FUL – Whilst not directly affecting the site this application does have implications for the recreational use associated to the Gateway Development -Erection of a two storey leisure centre (Use Class D2 of the Town and Country Planning (Use Classes) Order 1987 (as amended)) on land at Victoria Recreation Ground off Lawton Road, New Barnet, incorporating swimming, adaptable space (including library use - use class D1), fitness suite, studios, changing facilities, ancillary offices and welfare facilities, reception, cafe and plant, new car park and service area, including separate staff parking area; two tennis courts and 1 basketball court, associated landscaping including a relocated Children's Play Area. Approved 27/02/2017.

1.4 Pre-application & Post Consultation by the Applicant

A statement of community involvement has been submitted with the Planning Application which outlines the consultations which the applicant carried out prior and during the submission of the application. This included meetings with Local Ward Councillors and residents associations as well as a Public Consultation Event.

1.5 Public Consultation by the Council and Views Expressed - December 2016:

Local residents (1125) were consulted on the planning application by letter on 20.12.2016. The application was advertised in the local press and site notices were put up on site. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

1.6 First Consultation: The comments made by local residents are summarised below:

Housing

- no truly social affordable housing,
- scheme does not deliver type of affordable housing needed in area,
- recent developments in the area have not contributed enough affordable housing, especially affordable rented,
- need to build more low level development of 2 – 3 storey of a scale to fit with other properties in the area
- Too many flats are being built in the area, which will unbalance the population
- should be more homes with gardens,
- development does not comply with sustainable design and construction SPD particularly 21m between buildings
- too high a density

Officer Response:

The scheme is to provide overall 18.3% of affordable housing, totalling 19 affordable homes for shared ownership. This is the maximum viable contribution available for this drop in application; this is bearing in mind the level of decontamination that is taking place on the overall site area including the main gas works site. The mix of dwelling sizes and types is considered appropriate, given that the site is designated for development and is in a very sustainable location. Further responses are contained in the relevant appraisal sections.

Parking and Transport

The comments made by residents are summarised below

- too much/not enough parking
- The development will significantly increase traffic congestion on the local road network.
- Raised entry treatments should also be provided at Albert Road East and Albert Road West to provide pedestrian passage at the same level as the Victoria Road pavement. This will calm traffic approaching Victoria Road and add to the physiological impression that this is an area where pedestrians and cyclists should have priority.
- A second raised-table crossing should be provided at the entrance to Victoria Park, as this is a popular crossing point for school children.
- Despite the recent 20 mile an hour restriction on Victoria Road, traffic is still too fast,
- bus routes are crowded already this will increase numbers,
- public transport capacity should be increased,
- highway infrastructure already overloaded,
- traffic noise already excessive,
- junction needs improvements for footpaths and speed humps, to slow traffic in/out of victoria road junction.
- unclear about puffin and toucan crossings.
- At this Gateway location, a raised table with a change in materials/colour is needed as an informal crossing at the top of Victoria Road for pedestrians.
- Scheme does not comply with policy DM 17 "Parking standards"

Officer Response: The site has a PTAL of 3 (moderate) as such the parking provision is in line with policy for accessible sites such as this. This particular element of the development is not considered to produce a significant or unacceptable increase in traffic on the local road network.

Improvements to public transport can be carried out using CIL monies. There is also to be provision within the proposed highway works to allow for a new Puffin crossing and a Toucan Crossing and there is to be a level of junction improvements with some road realignment and footpath improvements on the east side of Victoria Road.

Further responses are contained in the relevant appraisal sections.

Design and Appearance

The comments made by residents are summarised below:

- The proposed development should not be higher than the existing buildings and should not be 6 – 8 floors this is too high.
- The visual appearance of the development is out of character with the more domestic character of the area
- Make buildings smaller and not as dense,
- Not in keeping with surrounding buildings and character of the area
- Scheme does not comply with policies CS1, CS4, CS5, CS6, DM01, DM11 and DM17.
- Inappropriate design in terms of layout, scale and massing
- overdevelopment with inadequate roads and infrastructure

Officer Response:

The scale of the buildings proposed is considered appropriate for this sustainable location in close proximity to the town centre, and would be in keeping with the emerging character of the area. Further responses are contained in the relevant appraisal sections.

Amenity

The comments made by residents are summarised below:

- traffic noise excessive already
- inadequate amenity space for the flats

Officer Response:

Conditions are imposed to mitigate the possible noise impacts from the commercial uses proposed and road traffic. The level of amenity space is discussed later but is generally compliant with policy and as a result of a small shortfall the developer is to make a contribution towards improving existing facilities in the recreation ground. Further responses are contained in the relevant appraisal sections.

Other

- Overdevelopment of the area generally and excessive density.
- It is unclear what retail outlets are proposed and if they are needed
- GP services in the local area are already stretched and the development will increase demand for education.

- Does not comply with these policies
 - CS 1 "Protect and enhance high quality suburbs"
 - CS 4 "Providing quality homes"
 - CS 5 "Protecting and enhancing Barnet's character to create high quality places"
 - CS 6 "Promoting Barnet's town centre"

Development Management Policies:-

- DM 01 "Protecting Barnet's character and amenity"
- DM 11 "Development principles in the town centres"
- DM 17 "Parking standards"

Officer Response:

The density proposed is considered appropriate in this very accessible location. The development would provide policy compliant levels of amenity, play space and open space; however where there is a shortfall the developer has agreed to make an off-site contribution to open space provision. Conditions are imposed requiring surface water to be managed to avoid flooding. The commercial uses are proposed to create a retail element for the development. Further responses are contained in the relevant appraisal sections.

Elected Representatives

Cllr Phillip Cohen – Objection - While I support the Gasworks development in principle I object to the height of the proposed accommodation blocks A and H which do not fit with the rest of the scheme. They constitute overdevelopment, will block the sight line for residents facing in Victoria Road and are an unnecessary addition. The success of the Tesco/Spen housing project in Victoria Road has precisely been because it has been well integrated into the local area in terms of design, materials and height of structures. The proposed One Housing blocks facing Victoria Road also encroach on the previously agreed building line meaning they will take up part of what is an already narrow pavement. This will jeopardise road safety as ward councillors have been discussing with council Highways Officers how to enlarge the pavement for the benefit of pedestrians, such as school children who walk to and from JCOS school. The development as set out would make this almost impossible.

Officer response:

This written response was prior to the reduction in height of block H and the revised siting of the buildings fronting Victoria Road, the increased set back and the reduction in height should go a long way to resolving part of the Councillors objection to the application. As part of the previous planning approval Block A was already approved at 6 storeys, the additions to 8 storeys is not considered to be excessive when the block is set back into the site, is intended to form a focus for the gateway entrance as well as provide a townscape feature, it will also adjoin a number of new tall blocks, up to 5 storeys, which are to be built as part of the Gas works site. Considering the viability of the site and the reduction in the number of units along the frontage onto Victoria Road, the addition of two storeys to allow the relocation of some of the units lost with the height reduction in Block H, helps significantly with the viability for the site. Overall the changes to the scheme; following the original consultation exercise, have resulted in changes which significantly resolve many of the objections originally made to the application.

The Rt. Hon. Mrs Theresa Villiers MP – Objection 24/1/17 - I am writing to set out my views on the application by One Housing to develop the former gasworks site in Albert Road, now known as the Victoria Quarter.

I agree that this site should be developed for housing and I supported the application for the consented scheme for the site which was previously approved. I cannot, however, support the revisions to the development proposed in this current application. There are a number of issues about which I am concerned which have been drawn to my attention by constituents. I would ask that this application be rejected and the developer comes forward with alternative proposals.

I note that block A now has an additional 2 floors making it 8 storeys with the result that it will tower over the development. This block was already due to be very tall even under the consented scheme and a further 2 storeys is not acceptable and it is not in keeping with the surrounding area.

In principle, I welcome the creation of a gateway to the development and the replacement of some of the shops in Victoria Road with new homes. However, I believe that One Housing need to think again about the design they propose for this gateway.

If block H is allowed in the location proposed, this 6 storey building (which is replacing 2 storey properties fronting Victoria Road) will have a negative impact on pedestrians as the building is sited right up to the edge of the very narrow pavement, ignoring the building line.

I have already received representations from a local resident whose home will be overshadowed by this block and who believes it will be out of character with the existing neighbourhood.

He has suggested to me that terraced homes on the frontage to Victoria Road would be more appropriate with the existing properties and cater for families. As he points out, flats for smaller families and young professionals will be available within the development.

With regard to parking provision, I note that there is an additional planning application (16/7602/FUL) to create a temporary 83 space car park on part of the site, serving the 'Gateway' flats. However, I understand most of the parking on the site will be in an underground car park below blocks A, C, D, E & F which will be created later in the development.

The scheme currently allows a parking ratio of 1.25 spaces per unit. When the 83 space temporary car park closes after 3 years, 'gateway' residents will also have to use the underground car park which reduces the parking density on the whole scheme to 1 space per unit.

I fully support efforts to encourage the use of public transport, but a suburb like Barnet will always have a significant degree of car dependency, not least because of the primarily radial nature of London's public transport network. Therefore I believe that the proposed ratio of parking spaces to dwellings will lead to parked cars overflowing from this large development on to the very narrow local roads causing congestion.

I take the view that the plans in their present form are not in keeping with the surrounding buildings or character of area, and are an over-development of the site. Furthermore, I have concerns about the parking proposals and the impact that these will have on existing residents in neighbouring roads.

However, as I have already mentioned, I am keen to see new homes built in this part of my constituency developed and I hope that the plans can be amended to make the scheme more acceptable.

If and when the developer produces alternative plans which could be accepted, I would urge the Council to ensure that section 106 money is spent in the immediate location in New Barnet and at least part of it is used to mitigate the impact of the development on surrounding roads.

I would be grateful if you could draw my comments to the attention of the Planning Committee.

Officer response:

This written response was prior to the reduction in height of block H and the revised siting of the buildings fronting Victoria Road, giving a much greater set back from the main road, the increased set back and the reduction in height have gone a long way to resolving part of Theresa Villiers MP's objection to the application. As part of the previous planning approval Block A was already approved at 6 storeys, the additions to 8 storeys is not considered to be excessive when the block is set back into the site, is intended to form a focus for the gateway entrance as well as provide a townscape feature, it will also adjoin a number of new tall blocks, up to 6 storeys, which are to be built as part of the Gas works site. Considering the viability of the site and the reduction in the number of units along the frontage onto Victoria Road, the addition of two storeys to allow the relocation of some of the units lost with the height reduction in Block H, helps significantly with the viability for the site. The car parking provision across the wider site is also compliant with the relevant policies in the London Plan 2016 and the Barnet Local Plan 2012. Overall the changes to the scheme; following the original consultation exercise, have resulted in changes which significantly resolve many of the objections originally made to the application.

Cllr Rebecca Challice – Objection 30/1/17 - I would like to object to the following planning application: 16/7601/FUL - My reasons being, I believe it to be, overdevelopment, not in keeping with surrounding buildings and the negative impact it will have on traffic.

Officer response:

Section 3 (Planning Considerations) of this report sets out how the proposed development complies with relevant planning policy regarding density, character and appearance and transport.

Resident Associations

The Barnet Society – Objection - We have viewed the proposed amendments dated 10/13 February and consider these fail to meet the concerns we expressed in our initial objection to this application.

The buildings fronting Victoria Rd remain far too bulky for the prevailing character of the area, with the height and building line creating an overbearing presence in such a prominent spot.

We remain of the view that this piecemeal addition is not an appropriate way to proceed with a scheme that was originally devised through a careful public consultation process. If there is a desire to increase the number of homes on site then the whole scheme should be reviewed with the objective of putting the higher buildings towards the back of the site.

Officer response:

The applicant has amended the application in response to comments made, as such it is considered that the amendments go a long way to resolving many of the issues raised and it is considered to represent a comprehensive redevelopment that responds to the surrounding character of the Site as set out within section 3 (Planning Considerations) of this Report.

Victoria Road Walksafe Campaign – Objection 7/3/17 - we are writing to you to register our objection to the proposed 'gateway' development on Victoria Road. We set up our Walksafe campaign back in January 2014 to address major concerns for the safety of users of Victoria Road. So far with the support of local Councillors, our MP Theresa Villiers and the 'Save New Barnet' campaign, we have secured a 20mph speed limit and some physical measures to improve safety along the road, notably at the southern end. However, the northern end of the road and particularly the junction with the A110 East Barnet Road remains a concern. The proposed 'gateway' development will have a huge impact on the safety of Victoria Road, should the scheme go ahead in its current form.

Our main concern about the planning application, should it go ahead, is that the building and roof line will give the impression to drivers that Victoria Road is simply a continuation of the A110. Furthermore, the density and scale of the proposed development is out of character with Victoria Road, which is narrow and residential. This will set an unacceptable precedent for future development in the area. Any future development must not compromise the safety of Barnet residents and the future character of the area.

We fully support appropriate regeneration in New Barnet and cite the Tesco/SpenHill scheme on the former OpTex site on Victoria Road as an example of a development which has enhanced the area, respecting the building and roof line of the existing houses, with any taller buildings kept further back within the development.

There is consensus that the northern end of the road is particularly dangerous. In the light of this, residents supported by Councillor Cohen, Theresa Villiers MP and the Save New Barnet campaign agreed that measures are desperately needed at the Victoria Road / A110 East Barnet Road (north) mini roundabout junction. On 21 October 2015 the Chipping Barnet Area Sub-Committee agreed to consult with residents on the Victoria Road Area Traffic Management Scheme, with the caveat that certain elements be set out in an annex.

These elements were not included in the initial phase (which has now been implemented), as it was agreed that they would be affected by the development works currently underway on the former gas works site. Please see annex attached. These elements relate to the northern end of Victoria Road. Not only has the proposed development delayed the urgent improvements to Victoria Road, it will, unfortunately, exacerbate the traffic situation. The perception that Victoria Road is a continuation of the main road will encourage inappropriate use, speeding traffic and rat running.

A glance at the comments relating to the planning application reveals that many other residents share our concerns. For example, one respondent notes that while the 20 mph speed limit is a good thing, there are no built design features to send a message to drivers to slow down. A raised table with a change in materials/colour is suggested as an informal crossing at the top of Victoria Road for pedestrians and a second raised-table crossing is suggested at the entrance to Victoria Park, as this is a popular crossing point for school children. Other ideas include raised entry treatments at Albert

Road East and Albert Road West to provide pedestrian passage at the same level as the Victoria Road pavement. "This will calm traffic approaching Victoria Road and add to the physiological impression that this is an area where pedestrians and cyclists should have priority," continues the respondent.

We trust that we can count on Barnet Council to support residents in ensuring that the safety of all users of Victoria Road is not compromised by the proposed developments. This is a significant opportunity to enhance the area with a welcoming gateway that integrates the park into Victoria Road, with appropriately scaled housing and road safety measures which prioritise the safety of pedestrians.

Officer response:

As mentioned previously, the applicant has subsequently amended the building line and height of Block H, which fronts onto Victoria Road. The pavement along Victoria Road in front of Block H has been widened as a result of setting the building back further than originally proposed. This has enabled a 2.5m to 7.9m pavement to be created and will further improve the proposed pedestrian environment throughout the scheme for the existing and future community.

The current zebra crossing on East Barnet Road will be replaced with a puffin crossing and a new pedestrian crossing facility will also be provided on Victoria Road to the north east of the mini roundabout. The new pedestrian crossing will support pedestrian movements and help to limit vehicle speeds on Victoria Road. These measures would be secured via the s106 legal agreement.

1.7 Second Public Consultation

Second Consultation (April 2017) – Revised Layout and Changes to Design, Including Reducing Height of Proposed Building H:

All 1125 representations made to the original application were re-consulted by either letter or email following the amendments to the scheme in February/March 2017. The amendments to remove 8 flats and reduce the height of the buildings in Block H by one floor was again advertised on site and in the local press at that time.

The section below provides a summary of the comments received in response to the second consultation. Responses are provided in the relevant section of the report.

To conclude this section of the report, the additional responses made in response to the second public consultation exercise were received at the time of preparation of this report. In total, for both consultation exercises, 317 individual letters of representation have been made.

In support of the application, a petition containing 40 co signatories, together with 87 individual letters of support for the development have been received.

The remaining comments; 230 individual letters were all objections; two of the objectors have requested to speak at committee.

None of the supporting responses have requested to speak.

Elected Representatives

The Rt. Hon. Mrs Theresa Villiers MP – Support 24/4/17 – I understand that an amended application has been submitted with regard to the development at Victoria Quarter, the site of the old gas works in Albert Road.

You will be aware that I responded to the earlier consultation and, while I agreed that the site should be developed for housing, I was unable to support that proposal. Since then, I have been engaging with local residents and the developer to see if the plans could be amended to allay as many of the concerns of my constituents as possible.

With regard to the present proposal, I note the changes to the road layout within the site and entrance to Building A.

I also note that in this revised application, Block H will be set back to the building line of the existing houses in Victoria Road. This will give more pavement space and will also mean the new block becomes much less visually intrusive than the previous proposal. In my view this will mean the design and appearance of the building is more in keeping with the surrounding area.

I believe this change is positive and addresses the worst aspects of the previous application. I also welcome the fact that the height of Block H has been reduced by one storey. I would prefer it to be lower still but I can accept what is proposed as a compromise.

I would make similar points regarding Block A in the development. I am worried about the height of the building. I would prefer it to be lower. However I acknowledge the need for new homes; and the fact that the site will be costly to decontaminate. I also appreciate that the developer has tried to listen to the concerns of residents regarding other aspects of the application.

Overall I believe that sufficient concessions have been made to enable me to support this revised application. I would be grateful if you could make this known to the planning committee when they make their decision.

Please would you also make clear that I believe that it is very important that the financial contribution from the developer under Section 106 or CIL, or other provisions, goes primarily to benefit the area immediately surrounding the development? It is particularly important that every effort is made to mitigate the impact the new homes may potentially have on traffic and parking in local roads

Officer Comments:

Clearly the amendments undertaken by the developer have resolved many of the issues highlighted with the original letter of objection from the Rt. Hon. Mrs Theresa Villiers MP, particularly the height of the buildings. Further responses are contained in the relevant appraisal sections.

1.8 Consultation Responses from Statutory Consultees and Other Bodies

Thames Water – Waste Comments

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of

backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Officer Comments: Appropriate conditions and informatives have been proposed.

Transport for London – comments:

With regard to the above application, TfL has the following comments:

1. The site of the proposed development is adjacent to the A110 East Barnet Road, which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.
2. TfL was previously consulted on the above mentioned application for which the most recent comments were provided 25/01/17, where 115 residential units were proposed as part of the Victoria Quarter Redevelopment (VQR) scheme.
3. It is understood that the application seeks to make amendments to provide a total of 104 residential units (34 one bedrooms, 65 two bedrooms, 3 three bedrooms and 2 four bedrooms).
4. It is understood that 58 car parking spaces (8 Blue Badge spaces and 9 visitor spaces) will be provided which results in an increased car parking ratio of 1.1 spaces per unit across the VQR scheme. In the previous comments, TfL had concerns that the ratio was above 1. The applicant should therefore consider reducing the proposed quantum of car parking consistent

with the London Plan objective to reduce traffic and congestion levels and avoid undermining sustainable travel.

5. Notwithstanding point 4, TfL requested the applicant to clarify whether 20% of the car parking spaces will be Electric Vehicle Charging Points (EVCPs) and if a further 20% will be passive EVCPs. This remains unaddressed and should be confirmed by the applicant.
6. Although welcomed that 8 of the car parking spaces will be Blue Badge, the London Plan requires a minimum of one Blue Badge space for each wheelchair accessible/adaptable unit which should typically be 10% of the residential units.
7. A shortfall in cycle parking spaces was identified in TfL's previous comments and needs to be addressed. To reflect the proposed amendments, a minimum of 174 long-stay cycle parking spaces and 2 short-stay spaces should be provided in line with the London Plan. Long-stay spaces should be located in secure, sheltered and accessible locations while short-stay spaces should be spread around the site near building entrances.
8. Previous comments were provided on a Delivery and Servicing Plan, Construction Traffic Management Plan and Travel Plan which were considered broadly acceptable. The Travel Plan should be updated to reflect the amendments and final version secured through the S106 agreement with updated and final versions of the Delivery and Servicing Plan and Construction Traffic Management Plan secured by condition.
9. The footway and carriageway on the A110 East Barnet Road should not be blocked during the works of the development. Temporary obstructions during the works should be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A110 East Barnet Road. All vehicles should only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.
10. Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the Strategic Road Network (SRN).

Officer Comments – Comments reference to the above points.

In regard to Point 4 above - The applicant has reduced the car parking provision from the previously consented ratio of 1.25 spaces per unit to 1.1 spaces per unit which ensures compliance with LB Barnet Development Management Policy DM17.

In reference to Point 5 above, Electric charging points for the permanent residential car parking will be provided at a rate of 20% active and 20% passive provision in accordance with London Plan Policy 6.13; which is secured by condition.

Point 6 mentions the need for wheelchair car parking, the developer has amended the plans accordingly, as such the development provides for 35 wheelchair car parking spaces, across the wider Victoria Quarter Redevelopment Area thereby ensuring that every wheelchair accessible/adaptable unit has a dedicated Blue Badge parking space.

Point 7 above refers to the number of cycle spaces required for the development, the applicant is providing 206 cycle parking spaces. The long stay cycle parking is located within the basement or secure storage areas within the proposed buildings which is accepted by TFL.

Point 8, the applicant agrees to the requirement that the Travel Plan be updated to reflect the amendments and final version for the scheme to be secured through the S106 agreement with updated and final versions of the Delivery and Servicing Plan and Construction Traffic Management Plan secured by condition.

Point 9 has been noted by the applicant.

Clearly the matters referred to above have been agreed to by the developer and TFI have not objected to the application.

Environment Agency: The submitted Flood Risk Assessment is satisfactory and the development should be carried out in accordance with it's recommendations.

English Heritage: No archaeological requirements recommended.

London Fire and Emergency Planning Authority: The scheme is satisfactory with regard to fire brigade access.

Metropolitan Police (Secured by Design): Satisfied that reasonable measures to mitigate the risk of crime and disorder have been incorporated into the design.

1.9 Internal Consultation responses

Traffic and Development Team Comments:

The proposal is acceptable, subject to conditions and s.106 obligations requested.

Environmental Health Service Comments:

The proposal is acceptable, subject to conditions relating to the impact of noise on the completed development and on neighbouring occupiers, along with air quality and contaminated land.

Green Spaces Comments:

Access and landscaping works to the park, including the unnamed access road via the shooting club and nursery, should be secured through s.106 obligations and provided by the developer at their cost. Details to be agreed prior to commencement, delivered prior to occupation and relevant licences obtained.

Urban Design Officer Comments:

On a general note the gateway development attempts to provide a legible environment that would provide a variety of publically accessible sequence of open spaces and routes, which connect new developments and the existing town centre to the adjacent Victoria recreation ground. In addition the proposed architecture aims to provide a new typology of modern living in New Barnet.

The pedestrian experience is at the top of Council priorities because it is what people perceive on the ground and where activity actually takes place. The plot coverage of the site is quite reasonable and allows for the creation of wide way finding routes for pedestrians, with soft landscaping features. In addition publically accessible open space with soft and hard landscaping features is proposed which

is very welcome and we anticipate current residents of New Barnet to use these spaces when completed.

The rights of way and new public spaces within the Gateway development would provide a necessary link to the Recreation ground and the future sports and leisure provision of the New Barnet Leisure centre.

The non-residential uses planned fronting Victoria road should support SME's (small medium enterprises) which are very important to the Town centre rather than anchor tenants. This frontage would effectively act as an addition to the Town centre's retail provision which should benefit both existing residents and future residents by providing products that are currently missing from the retail provision.

The public space fronting building A is envisaged to house activities for all in an environment where some food and beverage provision can spill out onto the square. This location will have excellent views across the Victoria recreation ground as it sits higher than the park due to topography changes.

The modern style of buildings is welcome as we anticipate developments to be in keeping with current and future building trends, rather than replicating the older residential environment. This will help with future vibrancy and ensure the sustainability of the project. We will need to stress that this is not a conservation area and a lot of the adjacent residential buildings are not of any particular architectural importance; there are also no listed buildings near the site with the exception of the War Memorial on Station road.

The general character is relatively low rise with residential buildings ranging from 2 to 3 storeys; predominantly brick or simple render facades with pitched roofs which constitute the motif that dominates most of New Barnet. It is notable to say that modernisation of the older residential stock is evident in places on Victoria road, with some cases directly fronting the Gateway development.

The new addition on the corner of Victoria road and E. Barnet road sets the precedent of new style of mixed use building in the area.

With regards to the height, it is considered that the proposed heights can work within the area and provide a legible height to width ratio on Victoria road due to the appropriate setbacks on the upper floors of the proposed structures and appropriate setbacks to be applied on the ground plane. To add to this the proposed structures are in excess of 15 meters from habitable rooms of residencies on Victoria road. From East Barnet road and Victoria road corner the height of existing structures is 13.1m on the corner (mixed use building) and drops down to 8.8 meters and then up to 9.4 meters on Sambroke Square.

This results in buildings of 2 storeys plus pitch roof height of 3 storey buildings with a mansard roof. Attention has been given to varying the roofline so as to strike the right amount of sky exposure on the street and complement the height to width ratio of Victoria road.

To conclude this urban design perspective it is stressed that the proposed development would add to the area rather than detract from it. This is apparent through the publically accessible features proposed, such as the new open spaces, larger sidewalks, links to the recreation ground and new retail.

In addition the adjacent areas are undergoing modernisation and this is apparent from the mix of architecture opposite the proposed Gateway development and the new development at Sambroke Square.

Finally as New Barnet becomes a more popular destination for people that work in the city , this development will add to the demographic mix of the area, enhancing the local economy by default and promoting New Barnet Town centre as a successful town environment.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 SITE DESCRIPTION AND SURROUNDINGS

The Site is currently occupied by several commercial and residential properties all currently vacant. The northern extent of the Site lies within the former New Barnet Gasworks boundary which is currently undergoing remediation as part of the approved planning application for the Victoria Quarter area (LPA Ref: B/04834/14).

Figure 2 below shows the relationship between the Site and the consented planning application for the Victoria Quarter area. A detailed Site location plan is also enclosed within Appendix 2.

As shown within Figure 3 below and Appendix 3, the Site lies to the north of Victoria Road and abuts Victoria Recreation Ground to the north east.

The site measures 1.05 hectares, is approximately 200 metres from New Barnet train station and on the edge of the town centre. Approximately half of the site falls outside of the boundary of the New Barnet Town Centre; mainly Block A and part of Block J2, this is defined on Map 8 within the Development Management Policies DPD.

A culverted watercourse below the site connects headwaters from the west to join an open watercourse running along the edge of Victoria Recreation Ground which is the beginning of Pymmes Brook, part of the London Blue Ribbon Network.

The Site has a Public Transport Accessibility Level (PTAL) of 3 (Moderate) according to Transport for London's (TfL) website.

For clarity the Salvation Army building, located between J1 and J2, is the only building being retained. No.8 Albert Road has previously been demolished in accordance with the extant planning permission (LPA Ref: B/04834/14). The principle of demolishing the following properties was also approved as part of the extant planning permission:

- No.1 and 3 Victoria Road; and
- No.2 Albert Road.

No.5 Victoria Road currently falls within the application Site and was occupied by the drycleaners.

In order to facilitate the proposed development, the applicant has purchased No.15 East Barnet Road and has agreed to relocate the drycleaners into this property.

With regards to 7 to 9 Victoria Road, whilst the 4 bed properties have only recently been completed, their demolition is necessary to enable a comprehensive development to come forward.

Further to the east of the Site along Victoria Road lies 3 residential properties and the derelict former Burlington coachworks (No.21 to 23 Victoria Road). These properties would also require demolition.

The single storey East Barnet Shooting Club lies directly to the east of the Site. The Nightingale day nursery lies to the east of the pedestrian footpath into Victoria Recreation Ground from Victoria Road. Two and three storey residential housing sits further to the east and two public bars, along with some other low rise industrial buildings sit directly to the west of the Site.

A new four storey development sits directly opposite the site (No.15 East Barnet Road) to the south and marks the corner into New Barnet Town Centre, which is generally characterised by three and four storey commercial properties of varying architectural styles.

To the north of the application Site and the previous consented redevelopment, lies the National Grid depot and the pressure reduction facility associated with the high pressure gas pipeline. It should be noted that National Grid have a right of access across the application Site and the previously consented development

The railway line lies to the west of the Site and forms a barrier to pedestrian and vehicular movement. The main east to west link is via Station Road directly to the south west of the Site. Between the previously consented site and the National Grid depot is a pedestrian footbridge. In accordance with the extant planning permission (LPA Ref: B/04834/14), the caged bridge that connects Victoria Recreation Ground with Cromer Road is to be stopped up, demolished and then replaced with a new pedestrian link at ground level.

The wider context is formed from a combination of residential developments to the North and East, with more commercial buildings to the south and west associated with New Barnet Town Centre and along Station Road. Station Road to the west has a number of higher rise commercial and residential buildings up to eight storeys high.

There are no protected trees, listed buildings or conservation areas within the area surrounding the Site.

The Site is within a well-established urban area with a range of local amenities, services and facilities. As highlighted within Section 1.3, a planning application for a new leisure centre in Victoria Recreation Ground has also recently been approved.

2.2 ORIGINAL DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Applicant is seeking planning permission for Demolition of the existing residential and non-residential buildings (1 to 9 Victoria Road, 15 to 23 Victoria Road and 1A, 2 and 2A Albert Road) and construction of 115 residential units (Use Class C3) within Buildings A, H, J1 and J2 (an increase of 63 residential units across the Victoria Quarter Redevelopment Area), 623sqm of commercial/retail/office floorspace (Use Class A1-A4/B1/D1/D2) within Building A and Building J1,

the creation of new publically accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping, including relocation of an existing sub-station.

Amendments to the scheme.

These comprise of:

- Reduction in Height of Block H onto Victoria Road

The design of this building has been reviewed and subsequently amended. This has resulted in the height of the building reducing from 6/4 storeys to 4/2 storeys.

- Position of Block H

The pavement along Victoria Road in front of Block H has been widened as a result of setting the building back. This has enabled a 2.5m to 7.9m pavement to be created and the existing building line maintained.

- Access Improvements to Gateway Square

The design of the Gateway Square at the front of the Site facing onto Victoria Road has been reviewed. The level of this space has been amended to ensure that there is level ground in front of the non-residential floorspace that is proposed.

- Transport Amendments

In response to the comments received from your transport colleagues, the applicant has amended the basement floor plan to ensure that:

- The access into the basement is 6m wide along the entirety of the ramp into the basement; and
- That the Block F cycle store door does not clash with the transfer zone around the disabled car parking space.

The landscaping plan has been amended to:

- Realign Albert Road East and create a better visibility splay;
- Introduce a zebra crossing on the main pedestrian link between Block J and Block A;
- Materials amended to comply with LBB guidance;
- Tree positions altered; and
- Exit from basement of Block A altered.

Amendments to the Unit Numbers and Mix.

For clarity, the number of residential units within Block H will reduce from 38 to 33 units as a result of the proposed amendments. The number of residential units proposed within the application would reduce from 115 to 100. The overall uplift across the Victoria Quarter Redevelopment Area is now 58 residential units and the total number of residential units across the Victoria Quarter Redevelopment Area would be 363.

The changes to the unit mix as a result of the amendments above are as follows:

Size	1 bed	2 bed	3 bed	4 bed	Total
Submitted Unit Mix	44	63	6	2	115
Revised Unit Mix	34	65	3	2	104

- Affordable provision amendments:

	Gateway application – Initially Proposed			Gateway – Now Proposed		
	Block J1	Block J2		Block J1		Block J2
	Rent	SO	PD	SO	PD	SO
1b/2p	6			6		
2b/3p	5	3	1	1	4	4
2b/4p	2	3	3		2	6
3b/5p M			2			2
Total	13	6	6	7	6	12

Proposed Gateway & Wider Victoria Redevelopment

Number Percentage

- Revised Car Parking Ratio

The car parking ratio across the Victoria Quarter Redevelopment Area has increased slightly from 1.07 spaces per dwelling to 1.09 spaces per dwelling as a result of the proposed amendments.

- Revised Density

The density of the scheme has reduced from 110 dwellings per hectare (dph) to 99dph as a result of the proposed amendments.

2.3 REVISED DESCRIPTION OF DEVELOPMENT

The revised description of development is therefore as follows:

Demolition of the existing residential and non-residential buildings (1 to 9 Victoria Road, 15 to 23 Victoria Road and 1A, 2 and 2A Albert Road) and construction of 104residential units (Use Class C3) within Buildings A, H, J1 and J2 (an increase of 52 residential units across the Victoria Quarter Redevelopment Area), 623sqm of commercial/retail/office floorspace (Use Class A1- A4/ B1/ D1/ D2) within Building A and Building J1, the creation of new publically accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping. Relocation of an existing sub-station.

The amended scheme has resulted in the following:

NEW HOUSING MIX

Barnet's Core Strategy as expressed in Policy CS4 is seeking to ensure a mix of housing products in the affordable and market sectors to provide choice for all households. Barnet's plan found that our dwelling size priorities are for family accommodation across all tenures. Four bedroom properties are the highest priority with 3 bedroom medium priority (but highest for social housing). This proposed

development overall has 2 x 4 bedroom properties and 3 x 3 bedroom giving an overall figure for the whole of the Gas Works site as 30 x 4 bedroom properties and 80 x 3 bedroom properties within the scheme over all phases of development. This mixture of housing is considered to be acceptable by officers.

NEW AFFORDABLE HOUSING ELEMENT

Barnet has a delivery target of 40% affordable homes (with a minimum of 5,500 by 2025/26). The proposed 18.3% affordable units for this particular element of the development and the overall 17.9% affordable housing element for the whole of the Gas works site development is considered acceptable bearing in mind the level of viability for the scheme and the extensive de-contamination works involved with the whole of the Gas Works site.

Proposed Gateway & Wider Victoria Redevelopment - Housing Mix		
Unit Type	Amount	% of Total
1 bed, 2 person	83	23.2%
2 bed, 4 person	164	46%
3 bed, 5 person	80	22.4%
4 Bed 6 person	30	8.4%
Total	357	100%

The housing mix is set out in the table above; 32% of the flats would be family-sized three/four bedroom units. A total of 19 intermediate affordable housing units are proposed on the current application site, which is 36.5% on the uplift of 52 units from the extant permission.

Tenure Split across the whole of the Victoria Quarter Redevelopment Area:

	Affordable Rent	Shared Ownership
1B2P	1	9
2B3P	1	15
2B4P	6	18
3B4P	0	2
3B5P	10	2
Total	18 (28%)	46 (72%)

All the new dwellings would be built to adaptable standards; 38 being Wheelchair Standard units across the whole scheme.

COMMERCIAL FLOORSPACE

623sqm of commercial floorspace is proposed and this would be located along the Victoria Road frontages of Block J1 (270sqm) with some commercial area being located within Block A (353sqm). This would comprise either Use Class A1 (retail), A2 (financial/professional services), A3 (restaurant/café) Floorspace, A4 (drinking establishment), B1 (office), D1 (community) or D2 (sports/leisure). Use Class A5 (Hot Food Takeaway) has been restricted from all the commercial uses.

HIGHWAYS ASPECTS, VEHICULAR ACCESS AND PARKING

Vehicle access is proposed utilising Albert Road (East and West) via Victoria Road into a network of internal streets, including the priority route to the existing National Grid gas works site which runs north to south across the site.

The present access arrangements require that vehicles entering the site use the eastern arm of Albert Road whilst those exiting may use either arm. With the new access arrangements the arrangements remain the same however the road alignment is to change on the eastern arm of Albert Road.

Car parking would be provided through a basement car parking area in Block A, open parking courtyards and on street spaces.

Cycle and refuse storage is generally located in secure enclosures within the buildings, basement parking areas and courtyards, although some stand-alone cycle rack areas are proposed adjacent to the retail frontages.

The scheme is also to allow for two new pedestrian crossings on Victoria Road and East Barnet Road, these are to be a Puffin crossing and a Toucan crossing. There will also be a level of road re-alignment and footway/cycle way improvements which will be part of the Section 106 agreement.

BUILDING DESIGN

The Proposed Development has been designed to complement the surrounding streetscape whilst also ensuring that it integrates and compliments the previously approved development that would adjoin the Site to the north.

In physical terms, the development would comprise 4 separate blocks, labelled A, J1, J2 and H.

Building A: This building is a feature building which would form the heart of the new neighbourhood and assist with way finding between the Town Centre, Victoria Recreation Ground and the proposed new leisure centre within Victoria Recreation Ground. The building would step up from 6 storeys towards an 8 storey element (previously approved at 6 storeys) which will overlook a new public square and the Recreation Ground with its new access way. Non-residential uses are located on the ground floor of this building and would help to introduce more activity and people into the public spaces that are to surround the building.

Buildings J1 and J2: Block J is 4 to 5 storeys The scale and massing of these buildings has been developed to be sympathetic to the surrounding context, whilst ensuring that a new public square is formed at the southern end of the site onto Victoria Road.

The south eastern corner of Building J1 has been chamfered to help create a 'funnel' at the entrance that draws people into the Site. As highlighted above, the ground floor of Building J1 has been identified as a key location for non-residential uses due to its proximity to the town centre. Building J1 would be four storeys tall but the fourth floor would be stepped in, away from the principal building line.

Building J2 lies to the north of the existing Salvation Army building and is set back within the scheme facing onto a new open space to the north. Building J2 would be 5 storeys tall.

Building H: This building marks the eastern side of the gateway into the Site. The massing and form has been developed following pre-application discussions and whilst the frontage onto Victoria Road and Albert Road East was primarily 5 storeys and the corner of the building would have been 6 storeys, this has been reduced significantly to 2 to 4 storeys thereby reducing the building element to try to conform more to the lower scale building to the east and west of the site.

The architecture of the proposed blocks would be contemporary, incorporating the use of two types of brick.

UNNAMED STREET INTO VICTORIA PARK

The mews street to the east running down to the Recreation Ground would be 2 storeys high along the western side of the road and would create a residential street that reflects the existing residential fabric further to the east, it also provides natural surveillance over the existing pedestrian footpath into Victoria Recreation Ground.

The ground floor areas of Blocks J1 and A will incorporate Use Classes A1/A2/A3/A4, B1, D1 and D2 Floorspace.

PUBLIC REALM AREA

The building line of blocks J1 and H has been further set back to allow for a new larger area of public realm to be created fronting Victoria Road, which could possibly also serve as a 'spill out' area for the commercial uses, providing greater connectivity to the public realm area. In total the scheme proposes 2,916sqm of new public realm/open space within the development.

PEDESTRIAN WALKWAY

Between the Victoria Quarter Redevelopment Area and the National Grid land is an elevated, caged pedestrian walkway (approx 3-4m above ground level) which crosses the site from east to west and provides a pedestrian route via a tunnel beneath the network rail track between Victoria Recreation Ground (to the east) and Cromer Road (to the west). This is a public right of way.

BOUNDARY TREATMENT

The boundary treatment adjacent to Victoria Recreation Ground, which adjoins the site would be replaced to enable an extension of the park into the scheme and a new entrance to the Park to be formed. The access roads, external parking areas and pedestrian footpaths would be constructed using a variety of hard surface materials and would be interspersed with hard landscaping and planting.

3. PLANNING CONSIDERATIONS

3.1 PRINCIPLE OF THE USES PROPOSED

Along East Barnet Road within the town centre, building heights generally range from 2 to 4 storeys with small building footprints and narrow frontages. the exception being the Sainsbury's store and church which are larger buildings.

Massing is higher to the west of the railway bridge on Station Road and Station Approach with a number of large blocks extending up to 10 storeys in height (see Appendix 4).

Beyond the main retail area (including the retail units along Lytton Road), the scale and massing of development is more domestic, reflecting a suburban character, with typical building heights of 2-3 storeys.

The surrounding residential areas are characterised by low rise Victorian and Edwardian housing. Further north is the Bevan estate (consisting of Hertford Road, Hertford Close, Westbrook Square and Westbrook Crescent) which was built in the 1950's and consists of predominantly two storey semi-detached houses.

Victoria Recreation Ground is situated to the east of the site and is identified as a local park in the adopted Development Management Policies DPD. This public open space includes grass football pitches, a children's playground, tennis courts, MUGAs, bowling green, a single storey building with toilets and roller shutter front and hard stand car parking, more recently planning permission has been granted for a swimming pool facility.

A number of footpaths run through the park linking the adjoining residential area with New Barnet town centre and the beginning of the Pymmes Watercourse runs along the Southern boundary.

The site lies within the New Barnet area, encroaching on part of the Town Centre boundary shown on the New Barnet Town Centre Boundary Map 8 contained within the Barnet Local Plan Development Management Policies. This policy requires development proposals to support strategic policy directions for these areas, optimise residential output, provide necessary infrastructure, promote sustainable transport and support the regeneration of the wider area.

The National Planning Policy Framework (NPPF) states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that accords with an up-to-date Local Plan should be approved.

Policies and guidance:

Strategic and site specific guidance - The three dimensions to achieving 'sustainable development', the fundamental principle underpinning the planning system as specified in the NPPF, are particularly relevant to this application, namely:

- **Economic Role:** The principle bringing back into use a vacant, underused and contaminated brownfield site on the edge of the New Barnet town centre, is highly desirable, adding additional population and complimentary non-residential floorspace in the right place and at a time that could support the revitalisation of the area, in a way that is coordinated, reflecting the specific guidance contained in the New Barnet Town

Centre Framework as well as offering the potential of wider infrastructure improvement through CIL contributions and s106 obligations. The proposed development would also create construction jobs and permanent jobs once completed.

- **Social Role:** The contribution of additional homes including family sized affordable housing to address local needs and priorities. The high quality housing meets floorspace standards, adaptable homes standards and wheelchair standards, as well as amenity and playspace requirements. The site is accessible to the town centre and Victoria Recreation Ground. It will cater for the needs of current and future generations. Impacts posed by the scheme are further mitigated through planning contributions and CIL levy, seeking to respond to infrastructure provision including but not limited to health, education, highways and community facility provision and enhancement.
- **Environmental Role:** The scheme responds to the environmental constraints and a combination of the controls on construction, the operational design and aspects of it controlled by various conditions of approval will protect and enhance the natural environment. This includes the adjacent Pymmes Brook in Victoria Recreation Ground as well as the flora and fauna present on the site and surrounding area, including the retention and protection of trees on site and adjacent. In addition, the scheme addresses the Mayors energy hierarchy and seeks to minimise CO2 emissions. The scheme maximises its contribution to mitigating against climate change whilst providing an environment that is adaptable to it, being a step towards low carbon form of development. In addition and as discussed in the following sections of this report the scheme is considered to reflect the priorities of contributing to the revitalisation of town centres through its range of uses and its design as discussed in later sections of this report. It also delivers a wide choice of high quality homes as part of a high quality scheme overall. It contributes to healthy communities in terms of the design of homes, amenity space provision and supporting infrastructure as well as in the improved links and access it provides to Victoria Recreation Ground. This accords with the strategic intent of the NPPF.

MAYOR'S PLANNING POLICIES AND GUIDANCE

In respect of reflecting the regional priorities as contained in the London Plan and associated guidance, similarly to the NPPF, the proposal is considered to accord with the Mayor's planning policies and guidance. For example, in seeking to meet housing demand which is a critical priority, optimising the use of sites near to public transport nodes and particularly, the bringing into use brownfield sites, vacant and under-used areas of land and buildings and supporting town centres, the scheme achieves this. In addition, the scheme represents a high quality development with new housing that meets the necessary amenity requirements without adverse impact to the amenity of neighbours. As with the NPPF, it addresses potential transport impacts as well as impacts to the natural environment and climate change mitigation.

This accords with the intent of the London Plan with the following sections of this report identifying specifically how the development details address the specific policies and guidance of the Mayor.

LOCAL GUIDANCE

In respect of local guidance, the site is nominated within the New Barnet Town Centre Framework. The framework was adopted on November 29 2010. The Framework sets out a vision for the future of the town centre and provides detailed guidance to direct future development in New Barnet in a well-planned and coordinated manner. The Framework is a material consideration when considering any planning applications for the area it covers.

The Framework brings together existing spatial and other strategies and establishes further planning guidance to proactively direct future development towards a realisable vision in a well-planned and coordinated manner (Framework para 1.5). It is intended to respond to the various opportunities to transform the town centre by virtue of a number of significant development sites within, and on the edge of, the town centre which have become available for redevelopment over the past few years which have sparked significant developer interest, with an approach reflecting community aspirations and the localism agenda (Framework paras 1.3 and 1.4).

The Framework provides a guide for developers in drawing up development proposals which will enable the vision for the town centre to be realised, and will assist the Council in the determination of future planning applications (Framework para 1.6). Figure 2.1 of the Framework identifies the majority of the larger gas works site as disused with lesser sections being used (informally) for car parking as well as small scale business uses fronting Albert Road East and West and Victoria Road.

Figure 3.4 of the Framework identifies the site as a character area 'Victoria Quarter' to be promoted as a residential-led mixed use redevelopment. Chapter 8 'Opportunity Sites' sets out the key specific guidance for key opportunity sites, for which Victoria Quarter is Site 1. It describes the existing development and uses, key site constraints and development principles for layout, land use, scale/quantum and vehicular access when considering proposals. The following sections of this report considers how the previous approved scheme addresses the Framework and how this current drop in application fits with the scheme and assists with its viability position.

DENSITY

NPPF para 47 seeks to boost significantly the supply of housing, including identifying sites for delivery and the approach to density with regard to local circumstances. London Plan policy 3.4 seeks to optimise the housing potential of sites. This provides a guide to appropriate density ranges for particular locations, depending on accessibility and setting. It is noted that the Council's New Barnet Framework does not suggest a density range for 'Victoria Quarter'. Although Core Strategy policy C3 and the Residential Design SPD both identify sites or further opportunity sites set within the London Plan context.

The scheme has a PTAL of 3. The previous GLA stage 1 advice confirms that the site setting for the purposes of PTAL can be regarded as part 'Urban' given it is on the edge of the town centre. Indeed, it is identified as forming part of it according to the New Barnet Town Centre Framework. The London

Plan therefore suggests a guideline density range of 200-450 habitable rooms per hectare (70 to 170 dwellings per hectare)

The drop in application provides for scheme that is 372 habitable rooms per hectare or 99 dwellings per hectare which is well within the range advocated by policy. Which falls within the guidelines for density in this location within the Town Centre Framework.

This reflects the approach to optimising housing in London Plan Policy 3.4, it being noted that density is not intended to be applied mechanistically (London Plan para 3.28). Furthermore, the previous GLA Stage 1 advice reaffirms this view and further states that town centre and edge-of town centre locations are the best location for higher density development according to the London Plan.

LAND USE MIX

In addition to the 'in-principle' strategic land use priority for housing, planning policies also address the appropriate range of uses within a mixed-use redevelopment in town centre locations. NPPF para 23 as well as London Plan policies 2.15, 4.7 and 4.8 seek to promote town centres including their expansion, enhancement and range of uses to contribute to their competitiveness, quality and diversity, having regard to their scale and function within the hierarchy of town centres.

Barnet Core Strategy Policy CS6 seeks to manage development opportunities in centres such as New Barnet which is identified as a District Town Centre in Map 9.

Barnet Development Management policy DM11 seeks a suitable mix of appropriate uses for development within town centres. The New Barnet Town Centre Framework identifies a mixed use approach suggesting the incorporation of food/drink uses at ground floor, replacement community uses plus a range of supporting uses including office leisure and residential.

The scheme proposes the following uses:

- A block - 253sqm flexible Class A1, A2, A3, A4, B1, D1 and D2 Floorspace with no end user currently identified.
- J1/J2 Blocks - 270sqm flexible Class A1, A2, A3, A4, B1, D1 and D2 Floorspace with no end user currently identified.

The flexible range of uses, the size of units and their location within the development being along the pedestrian link is considered to support the enhancement of the New Barnet Town Centre. With respect to the framework and the uses specified, the following is noted, although Class A1 floor space is included in Blocks A and J1/J2 this is not considered to detract from the town centre because, the amount of floor space is modest, it is part of a flexible floor space approach seeking to maximise the chances of occupation and the benefit of establishing an active frontage.

In respect of leisure and sport uses and the link to Victoria Recreation ground, the application site boundary does not include the neighbouring council owned land which is beside Victoria Recreation Ground which is currently in use by local leisure/sport groups.

As such, the current and future potential of this council owned site for leisure and sporting uses are not prejudiced by this scheme. The scheme accords with the above mentioned policies in respect of the mix of uses proposed.

LOSS OF EMPLOYMENT SITES

In respect of the former commercial uses within the buildings currently forming the frontage to Victoria Road, these uses have no protection under the London Plan as confirmed in Stage 1 advice from the GLA with the original gas works application, nor is the site designated in the LB Barnet Core Strategy as a locally significant commercial or industrial area.

However, a level of new employment is envisaged with the commercial uses being proposed within the overall scheme.

HOUSING QUALITY

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan, Barnet Core Strategy Policies and Development Management DPD policies as well as the Barnet Sustainable Design and Construction SPD and the Residential Design Guidance SPD. The following sections assess the scheme against the relevant policies and standards.

UNIT MIX

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (Barnet Development Management Policies DPD policy DM08). The council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3 and 4 bedroom units as the highest priority types of market housing for the borough. Although, this should not be interpreted as implying that there is not a need for a full range of unit sizes.

The Gateway application provides for 18.3% (19 out of 104) units to be affordable.
The total site includes an uplift of 52 new units and 36.5% of the uplift will be affordable.

UNIT MIX & TENURE ACROSS WHOLE SITE

Unit size	1 bed	2 bed	3 bed	4 bed	Total
Market	73	124	66	30	293
Private Rented					
Social Rent	1	7	10	0	18
Shared Ownership	9	33	4	0	46
Total	83	164	80	30	357

The unit mix outlined above is considered acceptable and the approach is considered to accord with the stated borough priorities.

Across the original Gas Works site, the approved affordable units were to be 15% of the 305 units approved, with the current proposal this rises to 17.9% on 357 units.

FLOORSPACE STANDARDS

Table 3.3 in the London Plan 2016 and Standard 24 in the Mayors Housing SPG 2016 provides a minimum gross internal floor area for different sizes of dwelling, as set out in the below table, which shows the areas relevant to the unit types in this proposal. Table 3.3 Minimum Space standards for new dwellings (adapted from London Plan)

Dwelling Type (bedroom/persons-bed spaces) Gross Internal Area Standard (m²).

Table 3.3 Minimum space standards for new dwellings[7]

Number of bedrooms	Number of bed spaces	Minimum GIA (m ²)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

The submitted plans demonstrate that all dwellings achieve these minimum standards. The individual dimensions and room sizes within the flats would comply with the standards set out in Annex 1 of the London Housing SPG.

ADAPTABLE HOMES AND WHEELCHAIR HOUSING STANDARDS

Barnet Local Plan policy DM03 requires development proposals to meet the Highest standards of accessible and inclusive design, whilst policy DM02 sets out further specific considerations. All developments should provide 10% wheelchair home compliant units, as per London Plan policy 3.8.

Annotated drawings and supporting information demonstrate that all dwellings achieve this criteria, as such the current application provides the required provision of wheelchair adaptable standards. Therefore the scheme satisfies policies and guidance for wheelchair housing provision.

DUAL ASPECT

The majority of units are multiple aspect with only (23) being single aspect, none of which are north facing.

AMENITY SPACE AND PLAYSPACE PROVISION.

Barnet's Sustainable design and Construction SPD sets the minimum standards for outdoor amenity space provision in new residential developments. Flats are expected to be provided with 5sqm of usable outdoor communal or private amenity space per habitable room proposed and houses considerably more as detailed in the table below.

For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements.

Table 2.3 Outdoor amenity space requirements (Adapted from the Sustainable Design and Construction SPD):

Flats Provision Per habitable room (5m²)

The GLA Housing SPG specifies a minimum of 5m² of private outdoor space this should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant.

All flats proposed have private balconies or terraces, all of which would meet the SPD minimum width requirement of 1.5 metres, therefore comprising usable amenity space.

'Block H' has a rear terrace running down the unnamed road to the park, these properties have first floor private garden areas and rear terraces, providing compliant private amenity space. Overall the total provision for private amenity space on balconies and terraces totals 1,613m².

All of the proposed residential units comply with the Mayor's private amenity space standards. Whilst the scheme does not fully comply with the private amenity space standards in LBB's Sustainable Design and Construction SPD, a variety of private, communal and public amenity spaces are proposed. In terms of public amenity space, the proposed development would deliver 2,916sqm of new public open space that residents can easily access as well as the nearby Victoria Recreation Ground. The total amenity space provision equates to 4,529sqm.

In addition, it is noted that the spaces would be fully accessible, would receive natural light and surveillance.

In addition to the above, the scheme makes provision for children's door step playspace in accordance with the Mayor's 'Providing for Children and Young People's Play and Informal Recreation' SPG.

There is however a small shortfall of private amenity space of 502m² in overall amenity space provision, however this shortfall is considered acceptable on balance and the contribution to be made, via the Section 106 agreement, to mitigate any shortfall of open space is considered to overcome any open space shortfall.

DESIGN

High quality design underpins the sustainable development principle of the NPPF 2012, as well as London Plan (2011) chapter 7 'London's Living Places and Spaces', in particular policies 7.6 'Architecture' and 7.7 'Location and Design of Tall and Large Buildings'. In addition, Barnet Core Strategy DPD (2012) policies CS NPPF, CS1 and CS5 as well as Development Management Policies

DPD (2012) DM01, DM02, DM03, DM05 and the New Barnet Town Centre Framework. In regard to this the following considerations have been made in regard to this current application:

LAYOUT

The New Barnet Town Centre Framework Chapter 4 'Urban Design' seeks to enhance the quality of the town centre. It provides guidance on urban structure for the area. This includes an indicative location of new public square (Framework figure 4.1), public realm enhancement as part of improving connectivity to Victoria Recreation Ground including tree planting (Framework Figure 4.3). It specifies the contribution the site should make to active frontages in the context of being a 'Secondary Frontage' for the town centre (Framework figures 4.3 and 5.1). Chapter 6 Transport and Movement identifies the area of carriageway enhancement and improved pedestrian crossing facilities at the junction to the south of the site (Framework figure 6.1). The scheme proposes improvements to the footpaths and junction to the northside of Victoria Road fronting the site as well as adding two controlled crossings as mentioned above.

A key aspect in delivery of this current application has been the complex and extensive land assembly at the southern end of the application site. This has been a significant issue previously with the larger gas works site, however; the applicant has managed to acquire additional land and properties along the Victoria Road frontage to allow for an enhanced scheme of development associated to the overall Gas Works site. It has not been possible in practice to assemble all the properties along this frontage such as the Salvation Army building, currently located between Blocks J1 and J2, does not form part of this current application.

Therefore, the scheme has had to balance the realities of the site boundary with the aspirations of the Framework and the limitations of the land available. In addition other wider constraints such as maintaining access for properties along Albert Road East and West as well as the National Grid land to the north and the east west pedestrian link. Additionally, environmental constraints of tree protection and watercourse protection have had to be accommodated.

Despite the various constraints the scheme reflects the main intent of the Framework and key features for urban structure. The public square concept has been translated into Victoria Square fronting Blocks J and H. This square will act as a natural focal point for the setting of the development along with the taller Block A which is a point of interest and orientation.

These focal points are located within the site along the desire line as a series of public space linkages through to Victoria Recreation ground. They benefit from soft and hard landscaping which includes tree retention as well as additional tree planting. This will reinforce the active ground floor frontages and non-residential uses which front Victoria Road and extend back to Block A, midway along the linkage to Victoria Recreation Ground.

Legible, well landscaped and clearly defined routes are established through the site including the central spine road through the redesigned surface level east west pedestrian link forming part of the original Gas Works approval, between Cromer Road and Victoria recreation ground as well as the redefined frontages of Albert Road East and West which are now framed by Block J and Block H.

As well as clearly defined pedestrian connections, strong visual connections as well as actual pedestrian connections to Victoria Recreation Ground are made possible by the spacing between Blocks A, J and H.

CHARACTER AND APPEARANCE

The proposed buildings will establish a completely new identity for the site. In terms of assessing the existing character, other than the existing properties on Victoria and areas of Albert Road which will be demolished as part of the redevelopment and which otherwise possess little if any interest or street scene value, the remainder of the site is to be cleared. All that remains of the whole gas works site and the current drop in application is the gas holder and depot buildings of the national Grid site to the north and the Salvation Army building.

In terms of evaluating the surrounding character and appearance, the New Barnet Town Centre Framework states; in respect of architecture generally, that the town centre "suffers from a generally poor quality built form which lacks coherence or a dominant style, although there are some interesting individual buildings" (Framework Para 2.4).

Framework Figure 4.2 identifies the public house adjacent the junction as a "character building" to be retained and enhanced. Regard has also been had to properties outside the red line boundary including the Albert Road East and West properties which include the Salvation Army hall as well as the terrace and dwellings of Victoria Road. The recreation ground and network rail land contribute a verdant character. Further still the wider suburban residential character is from last century.

The proposed buildings are contemporary in style, employing a limited pallet of durable materials and finishes with an emphasis on brickwork and punctuated fenestration, recessed and projecting balconies. Within the contemporary interpretation, the classical approach of breaking buildings down into base, middle and top and using repeated fenestration elements of window/door way openings provides a balance between a consistency, differentiation and interest in the architecture.

These design tools assist in for example, the breaking down of the bulk, mass and scale of the proposed blocks. Along with the increase in height of Block A, which creates a unique focal point building in the architectural arrangement of the development.

Material changes (inset corner balconies and chamfers on the blocks) as well as limited terracing also assist the proposed blocks to address the low scale residential and commercial neighbours.

The materials and fenestration pattern also establish a coherent group when viewed obliquely along the central spine road whilst each unit has its individually defined form, proportioned and detailed in its own right whilst providing an overall coherence to the design.

The mews house format and flatted development for Block H, provides direct connection, active surveillance and strong edge to the existing access into Victoria Recreation Ground between the shooting club and the nursery.

Block J1 is adjacent to the junction of Victoria Road and East Barnet Road and helps to create a funnel that connects the town centre with the recreation ground. It echoes the modern and

regenerative intervention of the previously approved development across the road at 15 Victoria Road (ref: B/00939/13).

As a group, the proposed blocks retain an intimate scale with the varied architectural character of Albert Road West and Block J starts to establish a street character and form to Albert Road east.

In addition to the buildings and spaces between them, the other change to appearance and character is the removal of the east west pedestrian bridge and construction of a stairway, to maintain a surface level link with the network rail tunnel which remains unchanged and at the level of the bridge. This was agreed with the original gas works application for redevelopment its removal and replacement will however be regulated by the section 106 attached to this application.

The staircase has a far reduced impact compared to the caged bridge it is to replace but is similarly utilitarian and functional in appearance.

Blocks A and H address their relationship to Victoria Recreation Ground with their appearance, working with the layout, massing, scale and height such that they are not considered to be too overt or overbearing to the setting of the recreation ground.

The mature trees as well as additional landscaping and border planting will further soften the architecture and appearance when viewed from the recreation ground.

There is no impact to National grid land to the north and the proposed residential properties beyond.

In summary, the architecture presents a consistent and high quality appearance which responds to its surroundings. It provides an attractive development which is contemporary in appearance yet employs a number of architectural devices, creating a new character for the site that is considered appropriate and acceptable.

HEIGHT, BULK, SCALE AND MASSING

The building heights vary in response to the surrounding character and context as follows:

- Block A: 6 to 8 storeys;
- Block J: 4 to 6 storeys; and
- Block H: 4 to 2 storeys.

As noted above, the bulk, scale and massing of the scheme is broken down into a series of blocks responding to the surrounding context, including the neighbouring properties on Victoria Road and Albert Road East and West, Victoria Recreation Ground and Network Rail land. It strikes a balance of optimising the density whilst providing a scheme that is appropriate in respect of character and appearance as well as achieving high quality accommodation for occupiers and maintaining amenity for neighbours.

SAFETY, SECURITY AND CRIME MITIGATION

The Metropolitan Police crime prevention design advisor has reviewed the scheme and is satisfied with the design in terms of overlooking and surveillance subject to particular aspects such as

defensible planting to the border with Victoria Recreation Ground and the design of the basement gate which is to be conditioned if the council was considering approval.

Metropolitan Police commented in respect of the potential effects of the scheme and alterations to the east west pedestrian link through the network rail tunnel between Cromer Road and Victoria Recreation on safety, security and crime. Although there is not a safety security and crime issue identified currently by them or by the council's Future CCTV service (part of the Barnet Safer Communities Strategy) and the changes proposed by this scheme are beneficial, it will nonetheless result in a change to the area which may have some affect to safety, security and crime.

CONSERVATION AND ARCHAEOLOGY

The site does not include any listed buildings and is not within a conservation area, nor are there any listed properties whose setting would be adversely impacted upon by the proposal.

AMENITY

Part of the 'Sustainable development' imperative of the NPPF 2012 is pursuing improvements to amenity through the design of the built environment (para 9).

Amenity is a consideration of London Plan 2016 policy 2.6 'Outer London: Vision and Strategy' and is implicit in Chapter 7 'London's Living Places and Spaces', in addition to Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD.

PRIVACY, OVERLOOKING AND OUTLOOK

Neighbour relationships and potential privacy, overlooking and outlook impacts to consider are in relation to the neighbours in properties on Victoria Road and neighbours on Albert Road West. Otherwise, neighbours are much further afield as a consequence of the intervening Network Rail, National Grid and Victoria Recreation Ground.

There are no potential impacts posed by the proposed blocks in respect of the other nearby properties, the following aspects are considered relevant:

- Block A: This block is a significant distance away from any existing residential properties on Albert Road West or Victoria Road, there are therefore no issues with overlooking or loss of privacy. Otherwise, the building faces the forecourt parking of a single storey building on council owned land, identified for redevelopment, with no privacy, overlooking or outlook impacts to consider at this time.
- Block J: this block is approximately 7m away from a north facing flank wall of a commercial premises (Public House). As such, there is no impact to consider but it is nevertheless noted that the property has an outlook to its forecourt and Albert Road West.
- Block H: Has relationships across Victoria Road and Albert Road East: The closest relationship is to the adjoining residential property to the east of the block which is approximately 17m distant from the gable wall of the property, the gable wall only has a kitchen, bathroom and stairway window facing Block H and as such there is no impact to consider from this aspect. The relationship to 4 properties on the south side of Victoria Road, which has approximately 20m separation distance from proposed Block H, presents new habitable room windows directly fronting habitable room windows in 4 residential properties. Notwithstanding this; 20 meters is considered to be acceptable bearing in mind Victoria Road

is a busy route and it separates the properties from the new block, it is considered therefore that the situation is acceptable from an overlooking and privacy aspect.

The revised scheme, which now incorporates a setback to align with existing building frontages now reflects the established building setbacks of the area and indeed, lesser setbacks across London streets is not untypical and on balance it is considered reasonable given local context and character.

Otherwise, the nearest residential neighbour is no. 1 Albert Road West which is further north and opposite the Salvation Army Hall rather than the application site. As such there are no direct relationships to consider.

Relationship to Salvation Army hall: Notwithstanding that the property is non-residential and as such, there is no impact to consider, the scheme adjoins both flank walls of the hall and a service path and not its principle openings.

NOISE AND GENERAL DISTURBANCE

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site and extending to an increased use of Victoria Recreation Ground and local streets for example, the use is consistent with the residential character of the wider area and is also appropriate in the context of the edge of town centre location. Nor is the additional non-residential floorspace considered to pose any impact to warrant refusal given the uses are appropriate and acceptable in this edge of town centre location.

In respect of future occupiers, the following potential impacts have been identified: potential noise and disturbance for J1 and J2 Blocks as a consequence of the surrounding non-residential uses including the public house potential noise and disturbance from Network Rail track. Potential impacts to the upper floors J1 and J2 blocks as a consequence of the ground floor non-residential uses. These potential impacts have been considered in detail by the Council's Environmental Health team and addressed through appropriately worded conditions for improved window glazing. This is in addition to the insulation requirements between floors as required separately by Building Regulations.

Additionally, the Class A5 (Takeaways) land use has been deleted from the application in an effort to minimise potential sources of disturbance outside of buildings. Notwithstanding that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

AIR QUALITY

In respect of air pollution, no impacts are identified by the council's environmental Health Team. It is noted that any extraction that may be required for food premises (Class A3) will extract above roof height via voids within the building, the detailed design of which will be controlled by an appropriately worded condition.

In respect of traffic and parking impacts on air quality, the levels of parking are controlled and the green travel plan which will be secured as part of planning obligations will encourage transport by other modes. In respect of the design, the scheme contributed towards overall reductions in CO₂ production, having regard to energy and sustainability policies, whilst there is a shortfall this is to be mitigated by a Carbon Offset contribution of £102k.

MICROCLIMATE

In respect of wind, the proposal does not involve 'tall buildings' as defined by the GLA or the council and as such a microclimate assessment is not required. Nevertheless, it is noted that soft landscape planting is likely to have an ameliorating effect at ground floor level, as will solid balconies and terrace balustrading for the elevated amenity spaces.

DAYLIGHT, SUNLIGHT AND OVERSHADOWING

The application is supported by a BRE daylight, sunlight and overshadowing assessment produced by Right to Light Consulting. It considers the relative difference in impact between the approved and proposed scheme in terms of daylight, sunlight and overshadowing for the following:

The proposed development design achieves a very high level of compliance with the BRE recommendations. The majority of the neighbouring windows and all neighbouring gardens tested meet or surpass the BRE numerical recommendations. Whilst isolated windows do not meet the recommendations, the results are not unusual in the context of an urban location. The BRE guide explains that the numerical guidelines should be interpreted flexibly, since natural lighting is only one of many factors in site layout design. The proposed development would not result in any significant or unacceptable harm to surrounding properties; and

In relation to the proposed development, the design achieves a very high level of compliance with the BRE recommendations.

CONSTRUCTION IMPACTS

The potential impacts of construction including noise, disturbance and air quality will be mitigated through the construction management plan required by condition.

TRANSPORT, HIGHWAYS AND PARKING

The NPPF 'sustainable development' imperative involves amongst other things, improvements to conditions for travel (para 9) as well as actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling (para 19).

Sustainable development is the focus of London Plan Chapter 4 'Promoting Sustainable Transport'. The importance of the transport and parking implications of development, particularly the appropriate approach for Outer London is addressed in London Plan 2016 policy 2.8 and generally in Chapter 6 'London's Transport' including policies 6.3, 6.9, 6.10 and 6.13. In addition, Barnet Core Strategy DPD 2012 Policy CS9, Development Management Policies DPD 2012 policy DM17 as well as Ch6 Transport and Movement of the New Barnet Town Centre Framework.

The application is supported by a transport assessment and draft green travel plan considering the existing situation; the impact of the proposal; as well as having regard to the future cumulative affects of other schemes and the proposed mitigation measures proposed to be secured as part of s106/s278 agreements with the council.

VEHICULAR ROUTES, MOVEMENT AND SAFETY

The in-principle connections to the site and routes through it, namely Albert Road East and West as well as the central spine road are retained and renewed as part of the wider scheme of development.

Apart from an increased setback to the curb edge and possible surface treatment changes, Albert Road West will not change considerably in transport terms given the compact land holdings and carriageway, other than as a consequence of the junction improvements at Victoria Road and East Barnet Road.

Change will be much more apparent to Albert Road East and the central spine road where parking, servicing and street tree planting will be key features contributing towards the regeneration of this brownfield site. Access to the basement parking area below Block A, will be from Albert Road East. Servicing bays will be provided along the central spine road as well as the location of 2 car club spaces. Visitor parking for non-residential uses will also be provided on the central spine road and Albert Road East. The central spine road will maintain the right of access to National Grid land to the north whilst also accommodating fire fighting and refuse vehicle access with a turning head at its northern end.

In addition to the changes on site, an essential aspect of the scheme is the consideration of impacts on the surrounding local network. In evaluating the impacts of the scheme and considering future cumulative effects, a package of s106/s278 highway improvements have been proposed as part of the recommendations put forward by the transport assessment. The improvements include the following:

- o Victoria Road pedestrian crossing
- o Victoria Road / East Barnet Road puffin crossing
- o Albert Road East and West improvement including footway widening
- o Victoria Road and West Road including footway widening
- o Victoria Road and Barnet Road junction widening
- o PERS audit pedestrian improvements

Although the detailed construction design is for the separate approval of the s278 Highways Act works and still to come, an implicit aspect of the detailed design are highway safety audits to consider the public safety implications of the changes to the highway.

The council's Traffic and Development Team and TfL have considered these highways improvements at some length and are satisfied that these changes will mitigate the additional traffic impacts modelled for this scheme in interest of the maintaining the functioning of the network.

PUBLIC TRANSPORT IMPACTS

It is noted that the site is in very close proximity to New Barnet Overland Rail station as well as several TfL bus routes operating through the town centre.

The application was referred to Network Rail and TfL for consideration.

No improvements to the station itself have been identified as being necessary in regard to this application and it is further noted that the station is not identified as an infrastructure priority elsewhere in policy and guidance including the London Plan table 6.1 'Indicative List of Transport Schemes' which identifies rail upgrades nor in the Council's New Barnet Town Centre Framework.

PEDESTRIAN AND BICYCLE ROUTES, MOVEMENT AND SAFETY

The scheme delivers the following key pedestrian/public realm improvements:

Connection between town centre and Victoria Recreation Ground via the network of public open spaces 'Victoria Square' and 'Victoria Walk';

Improvement to the east west pedestrian link through network rail land which links Cromer Road area with Victoria Recreation Ground, through a Network Rail foot tunnel.

As part of the wider scheme the elevated caged bridge which is a very oppressive and foreboding link to use will be removed, returning pedestrians to a ground level footpath and including building a new staircase up to the retained Network Rail foot tunnel and improved public realm along the link between the site and the railway station as recommended by the PERS audit In respect of bicycle routes, although the Town Centre Framework makes reference to improvements, there are no specific provisions identified for this site or generally in the area other than improved parking facilities for the station (Development Principle 6.3).

However, given the proximity to the station it is envisaged that users from this site would walk to the station. Instead, this scheme makes provision for cycle parking which is conveniently accessed in the site and a green travel plan requirement in the s106 will otherwise promote cycling. This accords with the intent of para 6.3 'Cycling' which states developers should consider how cyclists will access their site and how their needs are accommodated by proposals.

SERVICING AND PARKING PROVISION

Following consultation with Council's Transport and Development Team and TfL, a parking strategy has been submitted. The following various provisions are made for servicing and parking:

- Servicing: There is no designated loading bay for the commercial uses, however bearing in mind the small area of commercial uses it is not considered that this will cause any significant issues with loading/unloading from Albert Road.
- Car parking: The resident parking has been increased from 373 to 392 spaces plus 10 visitor spaces on Albert Road East being within the public highway and therefore cannot be designated to particular commercial uses, this provision results in a parking ratio of 1.10. This is the Council's preference and considered to be an appropriate approach having regard to the site characteristics and needs of the development,
- Motorcycle parking: Although there is no Barnet criteria for motorcycle parking, space is set aside on the central spine road as well as space allocated for 12 motorcycles in the basement of Block A.
- Bicycle parking: A total provision of 571 bicycle parking spaces is made as follows:
 - Basement: Total of 296 spaces befitting blocks A (48 spaces), C (62 spaces), D (62 spaces), E and F (124 spaces)
 - Block A, in addition to the spaces in the basement, there are 36 cycle spaces at ground floor level in a dedicated store;
 - Block B: 57 spaces in a ground floor undercroft parking area
 - Block G apartments: 4 spaces in total, 1 per flat
 - Block G terraces: 56 spaces in total, 2 per terrace in individual secure stores in the front setback
 - Block H: 50 spaces in total
 - Block J: 44 spaces in total,
 - Visitor spaces: 19 spaces located in the storage areas of Blocks A and B

In summary, it is considered that a package of improvements will be secured through s106/s278 to ensure the impacts of the scheme are mitigated for the continued functioning of the network. The site

also maintains and improves on the basic road layout and access whilst making significant improvements to pedestrian connectivity, the scheme also contributes to improved provisions for cyclists. The impact of the car is further minimised and more green modes of transport encouraged by securing a commitment to a green travel plan. For these reasons, the impact of the scheme in transport terms is considered to be sufficiently mitigated to recommend the scheme for approval, subject to the planning agreement and appropriately worded conditions to cover the abovementioned aspects.

WASTE AND RECYCLING

Although the NPPF does not contain specific waste policies, it does state that part of the environmental dimension to 'sustainable development' is waste minimisation (para 7). As part of London Plan 2016 Chapter 5 'London's Response to Climate Change' policy 5.17 seeks suitable waste and recycling storage provision in new developments as does the Barnet Core Strategy DPD 2012 policy CS14 which also promotes waste prevention, reuse, recycling, composting and resource efficiency over landfill. For Blocks A, J1, J2 and H, waste rooms are located on the ground floor within associated core access areas of the blocks with some located within the basement parking area beneath Block A. A management company will be responsible for bringing the bins to the nominated point on collection day. The Block H mews houses have their bins open-air to the rear of the terrace.

ENERGY, SUSTAINABILITY, AND RESOURCES

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

Residential developments are required to achieve zero carbon development. Policy 5.2 and 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.

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. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of:

SUSTAINABLE HOMES

The application is supported by an Energy Strategy produced by WSP. The non-residential floorspace would achieve BREEAM Very Good Standards and is conditioned accordingly.

The specific features of the scheme include the following:

- **Be lean:**

Consideration of the design and construction of elevations the materials used
Building features specifically to mitigate overheating and minimise artificial cooling Low energy lighting throughout Controls and metering to monitor temperature and consumption to mitigate against unnecessary use, variable controls for the energy centre and basement parking ventilation system to mitigate against unnecessary use

- **Be clean:**

Combined heat and power (CHP) supplemented by gas fired boilers.

- **Be green:**

Photovoltaic cells on roofs of all blocks and houses, generating approximately a total 21,673kW per year.

The measures result in a 42% reduction in CO2 emissions which, is considered to acceptable on the basis that the supporting information demonstrates consideration of a range of available technology and has maximised the CO2 savings having regard to the site characteristics.

There is however a shortfall of 57 tonnes of carbon and as a result the developer will have to pay a carbon offset contribution of £102K.

In addition, 20% passive and 20% active electric car charging points will be secured through an appropriately worded condition.

In summary, although the scheme achieves 42% CO2 reduction target the application nevertheless accords with the intent of the abovementioned policies and guidance which is to maximise the CO2 reductions in the interests of climate change mitigation.

WATER RESOURCES:

In addition measures are incorporated to minimise water usage in the development, the following matters are noted:

FRA/SUDs: In respect of Flood Risk Assessment (FRA) the site is located within the EA Flood Zone 1 (low probability).

The scheme includes a variety of SuDS features that will control and treat water run-off from the site. The measures proposed will reduce surface water runoff from 33% to 79%.

An appropriately worded condition is recommended for tree protection measures during construction to protect mature trees along the Victoria Recreation Ground boundary, if the Council is minded to approve the application;

WATERCOURSE CONSENT

The headwaters to Pymmes Brook traverses the site through an underground culverted watercourse. Whereas Pymmes Brooke and its formal designation as part of the Blue Ribbon Network begins in Victoria Recreation ground. The culvert has been surveyed as part of the construction stage and it has been agreed that the existing culvert can be retained with some minor repairs. .

Although no issues or impacts are identified as part of the planning application, it is noted that separate approval from the local planning authority is required for works to the watercourse, an appropriately worded condition is recommended if the Council is minded to approve the application.

PROTECTION OF PYMMES BROOKE AND BLUE RIBBON NETWORK

The combination of measures including decontamination of the site; waste and waste storage and collection regime; SUDs as well as waste water disposal; tree protection and locally occurring species selection for soft landscaping which are implicit in the design and secured by way of appropriately worded conditions, will all contribute to the positive protection and mitigation of downstream impacts upon Pymmes Brooke, the blue ribbon network and its riparian flora and fauna.

LANDSCAPING AND BIODIVERSITY

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2016 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

Along most of the boundaries shared with Network Rail land to the west and Victoria Recreation ground to the east, are subterranean barriers (walls). This is most likely a relic which controlled the effect of activities on the gas works site and the surrounding sites.

Today, it has the practical effect of creating a barrier preventing the spread of tree roots from surrounding sites into the gas works site and will also offer those trees and other vegetation, practical protection from the decontamination and construction works on the application site

In respect of biodiversity, although the site is not identified as a Site of Importance to Nature Conservation (SINC) the combination of habitats meets the criteria for Habitat of Principal Importance, known as Open Mosaic Habitats on Previously Developed Land.

However, the appraisal suggests that the plants species on site are common and widespread and as such, not a rich and noteworthy example of this kind of habitat. The appraisal has identified low potential for bat roosts, medium potential for supporting reptiles and high potential for supporting breeding birds. The site has low potential for badgers, negligible potential to support crested newts or breeding black redstarts.

CIL AND PLANNING OBLIGATIONS

MAYORAL CIL

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure; facilities and services to meet the needs generated by development and mitigate the impact of development.

Furthermore, pursuant to Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to LB Barnet.

The financial viability of the scheme has been independently reviewed. The abnormal costs associated with bringing a heavily contaminated industrial site back into use for residential development as well as inherent constraints of diverting and reinstating a watercourse, purchasing additional land and property have a significant bearing on what the scheme can afford to deliver, compared to an alternative site which does not have these same development constraints.

The CIL liability for this current proposal is approximately £394,345 (not including indexation or affordable housing relief) based on the current floorspaces proposed as part of the application. It should be noted that this is an estimate only and CIL is calculated at the time it becomes chargeable, which is at commencement of development.

Nevertheless, the viability assessment has been through review and negotiations have resulted in an improved affordable housing offer from 16.5% to 18.3%. This is considered to be the maximum that the scheme can afford. Nevertheless, positive cascade review clauses will be secured as part of the planning agreement to capture any additional value if the viability of the scheme improves as the successive phases of the development come forward in the future.

LB BARNET CIL

Pursuant to the LB Barnet Planning Obligations SPD, the CIL charging rate is £135 per sqm. In the case of Barnet's CIL, ancillary car parking space is chargeable (SPD Para 2.2.14). The latest estimate of the CIL liability is £1,521,045 (not including indexation or affordable housing relief) based on the floorspaces proposed as part of the application. It should be noted that this is an estimate only and CIL is calculated at the time it becomes chargeable, which is at commencement of development. The estimate also excludes any CIL relief on affordable housing.

SOCIO-ECONOMIC IMPACT:

Overall, the development is expected to contribute positively to the local socio-economic situation in a number of ways, including increased retail expenditure, enhanced open space, housing and employment delivery.

MONITORING OF THE SECTION 106 AGREEMENT

A contribution of £2,000 index linked towards the monitoring and management of the S106 planning obligations. This is required by the Planning Obligations SPD.

4. EQUALITIES AND DIVERSITY ISSUES

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.”

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.

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.

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the buildings constructed would exceed the minimum requirements of such legislation. Examples of this would include all the proposed residential units being constructed to meet the relevant standards, the provision of level or appropriately sloping access within the site, not less than 10% of the residential units proposed being constructed to be wheelchair accessible or easily adaptable for residents who are wheel chair users and the inclusion of disabled standard parking spaces.

With the 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 design of the proposed development is such that the site would allow greater access to open space and community facilities making them significantly more accessible to all members of the community. In this sense the development would have a positive effect in terms of equalities and diversity matters.

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 support the council in meeting its statutory equality responsibilities.

5. CONCLUSION

In summary, the proposed development would deliver a number of key objectives contained within the Development Plan regime for Barnet and the London Plan. In particular the development will help join up the recreational facilities at Victoria Recreation Ground and the town centre adding some additional commercial and retail provision.

The scheme would also make a significant contribution towards the borough's housing delivery targets and these homes would be located in a highly sustainable location.

The scheme would achieve a high standard of design and would have an acceptable visual impact. Strong controls are in place to ensure that the buildings are constructed to a high standard of detailing. The layout of the development would ensure a legible network of streets and would enhance the frontage of Victoria Road, whilst providing high quality homes for future residents, with appropriate amenity space provision.

A high standard of landscaping is proposed and the scheme also incorporates proposals to enhance the edges of Victoria Recreation Ground and provide a new access from the development site directly in to the recreation ground.

The development would provide an appropriate mix of unit sizes and tenures and would deliver the maximum number of affordable homes possible, having regard to the viability of the development.

The scheme provides an appropriate level of car parking on site, with the emphasis on parking restraint in this accessible location. Travel Plans and Statements are involved which will encourage users of the site to use more sustainable modes of transport and further mitigation will be secured by condition to control details of construction, delivery and servicing and car parking management.

More generally the application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new homes would meet Building Regulation requirements and the commercial units would meet BREEAM 'Very Good'. There are also requirements for appropriate biodiversity mitigation and enhancement measures which are ensured through the conditions recommended.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers or biodiversity, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal, such as from sources of land contamination or surface water flood risk.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, APPROVAL subject to

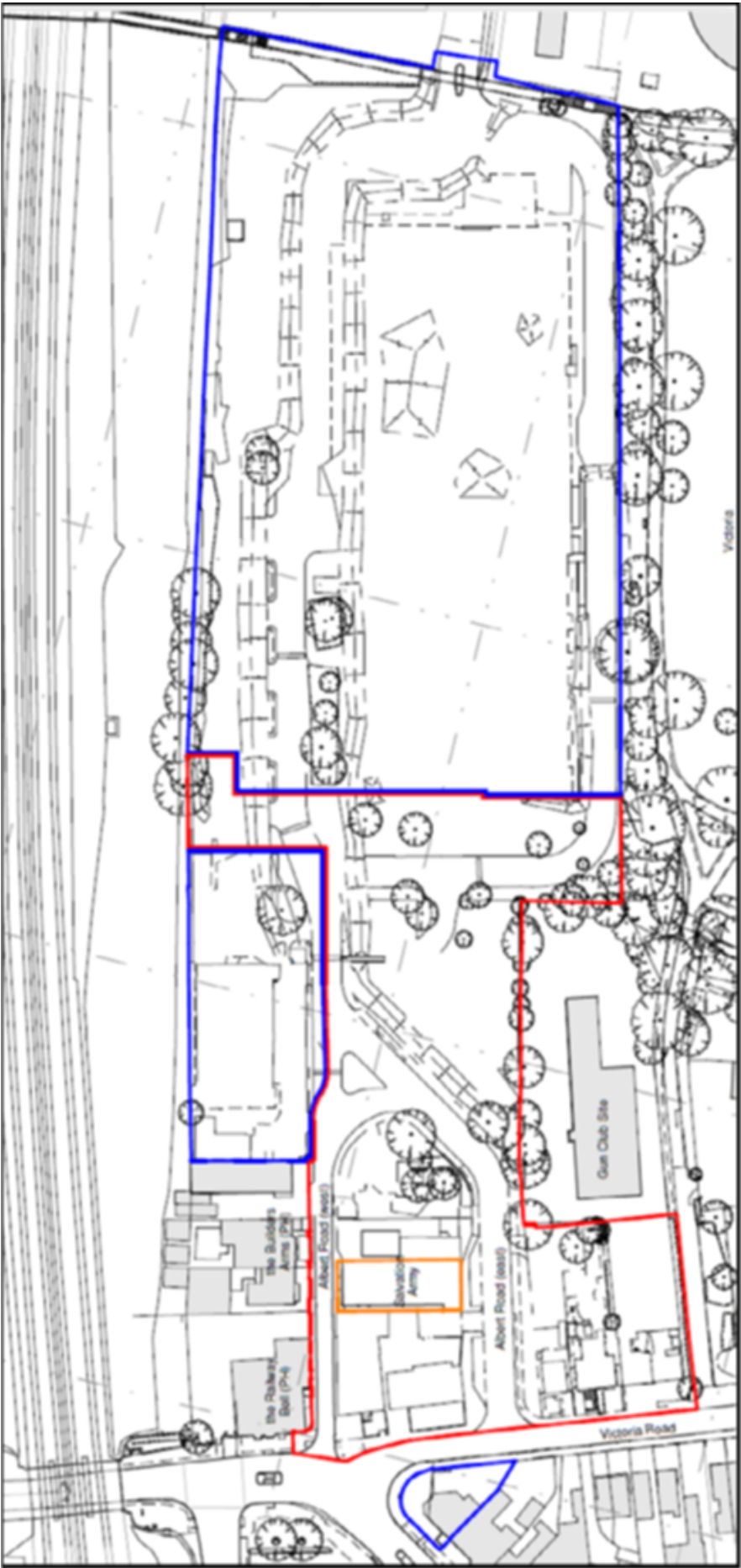
conditions is recommended, as set out in the recommendations section at the beginning of this report.

APPENDICES

APPENDIX 1 – EXTANT PLANNING PERMISSION – B/04834/14



APPENDIX 2 – DROP IN APPLICATION – GATEWAY SITE



APPENDIX 3 – GROUND FLOOR SITE LAYOUT FOR GATEWAY APPLICATION



Appendix 4: Heights Of Surrounding Buildings. - Massing is higher to the west of the railway bridge on Station Road and Station Approach with a number of large blocks extending up to 10 storeys in height.

