

| | | | |
|-------------------|---|------------------|--------------|
| LOCATION: | Salvation Army Hall, Albert Road, Barnet, EN4 9SH. | | |
| REFERENCE: | 17/5522/FUL | Received: | 25 Aug 2017 |
| | | Accepted: | 01 Sept 2017 |
| WARD: | East Barnet | Expiry: | 01 Dec 2017 |
| APPLICANT: | One Housing Group | | |
| PROPOSAL: | Demolition of the existing residential and non-residential buildings (1 to 9 Victoria Road, 1A, 2 and 2A Albert Road and the Salvation Army Building, Albert Road) and construction of part three storey part five storey Building J to include 39 residential units (including 2x townhouses) (Use Class C3) and 265sqm of commercial/retail/office floorspace (Use Class A1-A4/B1/D1/D2), the creation of new publicly accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping. | | |

APPLICATION SUMMARY

The application represents the third successive application submitted as part of the redevelopment of the Victoria Quarter Gateway Site and the land formerly known as the British Gas Works on Albert Road. The area of development includes 1 - 9 and 15 - 23 Victoria Road, as well as 1A - 2A Albert Road and the recently acquired Salvation Army building at Albert Road.

Under the first initial application (ref:B/04834/14) permission was given for the 'Residential-led, mixed-use development of the Former Albert Road Gas Works comprising the erection of 305 residential units (Use Class C3), 116sqm of Retail floorspace (Use Class A1/A2/A3/A4) and 558sqm 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.'

The second successive application (ref: 16/7901/FUL) was submitted following the inclusion of additional land along the southern boundary of the site fronting Victoria Road. This application was for 104 units, including an overlap of 52 units previously approved under the 2015 application. Therefore in reality the second application introduced only a further 52 units to the overall development. It should also be noted that the second application although having a resolution to grant by the Committee has not been formally approved as the S106 legal agreement is still being finalised.

The current application has also come as a result of the acquisition of further land along Albert Road, namely the Salvation Army Building. This building has been situated at the site for a number of years, however the Salvation Army have since confirmed that the building is no longer required and as such, have sold the site to One Housing Group who are the applicants. This has therefore necessitated a redesign of approved Building J. This current submission therefore seeks to obtain planning permission to amend the design of 'Building J'. However as the application has been submitted under a Full Planning Application it seeks standalone permission for 39 units within 'Building J' as opposed to the previous 25 units approved.

The redevelopment of the site to provide housing and mixed use commercial units is welcomed in principle and goes some way to helping meet the Council's housing targets. In addition, as the current application sits within a wider development site it simply complements the already approved permissions and developments. It also makes provision for 56% Affordable Housing units under the current application which is welcomed. The application site does not fall within a conservation area and there are no listed buildings on site. There are also no protected trees in or around the site.

It is concluded that, having regard to all relevant policies contained within the Barnet Local Development Plan as well as any other relevant supplementary guidance, the development is compliant with all relevant policies.

In consequence to the above, there are clear material planning considerations which justify the grant of planning permission for the development. Accordingly, the proposal is recommended for approval subject to conditions outlined below and a formal legal agreement.

RECOMMENDATION

Recommendation 1

Committee to resolve to Approve planning permission subject to conditions (see end of report) and the completion of a S106 Legal Agreement with the following Heads of Terms:

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 22 affordable homes, all as shared ownership, with a breakdown as follows:

- 7x one bedroom two person
- 6x two bedroom three person
- 7x two bedroom four person
- 2x three bedroom five person

d) 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.

f) 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.

g) 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.

h) 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 x 66 = £9900

i) 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.

j) 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.

k) 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; the proposed car parking laybys throughout the development and proposed footways/cycle ways including new footpaths (adopted, unadopted and proposed for adoption).

l) 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.

m) 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.

n) 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.

o) Carbon Payments

Carbon offset payment of £127,318 (index linked) to be paid on commencement of development.

Recommendation 2

It is RESOLVED that the Committee 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).

ASSESSMENT

1. SITE AND SURROUNDINGS

The application site lies to the south of the former British Gas Works site, which is located to the north of Victoria Road. The site abuts the Victoria Recreation Ground to the northeast and railway embankment to the northwest boundary. The application pertains to 0.29 hectare located on the edge of New Barnet Town Centre, approximately 200 metres from New Barnet train station. It forms part of the wider Victoria Redevelopment Area which is 3.12 hectares. The Site has a Public Transport Accessibility Level (PTAL) of 3 (Moderate) according to Transport for London's (TfL) online PTAL calculator.

At present, the site is occupied by a number of vacant and partly demolished units including the Salvation Army building. According to the details submitted with the

application the existing floorspace for the Salvation Army building amounts to an area of 290 square metres in predominately Class D1 use. The northern part of the site lies within the former New Barnet Gas Works boundary, which has previously undergone remediation works as part of the approved planning application for Victoria Quarter (LPA Ref: B/04834/14).

The redevelopment of the site has been welcomed by the Council and the general occupiers of the areas as the proposal would bring forward a much needed transformation of the area and the removal of a somewhat isolated and blighted site. It will also 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. Hence 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.

However, aside of its Town Centre status, there are no other constraints against the site by way of listed buildings or conservation area.

2. PROPOSAL

Planning permission is being sought for the following works:

- Demolition of the existing residential and non-residential buildings. There are currently two on site including the Salvation Army building.
- Erection of part three and part five storey unit titled Building J which forms part of the overall wider development site for the Victoria Gateway Site.
- Creation of 39 residential units with a breakdown of 7x one bedrooms, 29x two bedrooms and 3x three bedrooms. Including 2x three storey townhouses.
- Of the 39 units 22 affordable units are proposed with a breakdown of 7x one bedrooms, 13x two bedrooms and 2x three bedrooms.
- 265sqm of flexible commercial use within Classes A1-A4/B1/D1/D2. It is envisaged that the development would result in the creation of 27 new full-time posts.
- The proposed commercial unit would appear as two storeys owing to its double height ceiling.
- The proposed opening hours for the Class A1 uses are: 07:00-23:00 Monday to Saturday and 10:00-16:00 on Sunday and Bank Holidays.
- The proposed opening hours for the Class A2 uses are: 08:00-18:00 Monday to Friday. It is proposed to be closed all other times.
- The proposed opening hours for the Class A3 uses are: 08:00-23:00 Monday to Sunday and on Bank Holidays.

- The proposed opening hours for the Class A4 uses are: 09:00-23:00 Monday to Saturday and 11:00-22:00 on Sunday and Bank Holidays.
- The proposed opening hours for the Class B1a uses are: 08:00-18:00 Monday to Friday.
- 8 car parking spaces at a ratio of 0.2 car parking spaces.
- 67 cycle parking spaces at ground floor.
- 21 'Dirty Storage' areas at ground floor level
- Landscaping, including street planting, door step play area and a rear pocket park.

3. RELEVANT SITE HISTORY

Victoria Quarter Gateway Site

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;

16/7601/FUL - 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. – ***Approved by Committee, however awaiting completion of S106***

16/6576/ESR - EIA Screening Opinion. - ***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), 116sqm 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. - **EIA not required, 02/08/2013.**

Victoria Recreation Ground Park Road Barnet

While this application does not relate directly to the site it has some implications to it.

16/6118/FUL – 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.**

Pre-application

Pre-application discussion regarding the submission were undertaken mid-2017. Officers welcomed the principle to develop the site for use as part residential and part commercial. The applicant has also drawn on previous pre-application advice.

4. PUBLIC CONSULTATIONS AND VIEWS EXPRESSED

The application was advertised via a Site Notice displayed at the site for a period of 21 days from the 14th September 2017.

The application was also publicised via direct neighbour letters to 1089 neighbouring properties. Two neighbour comments have been received from the following address:

- 67 Belmont Ave Barnet EN4 (Objection)
- 43 Clarence Close Barnet EN4 (Objection)

These comments can be summarised as follows:

- The public documents shown via the Council's Public Access site fail to include documents pertaining to access, transport, noise and infrastructure. Without these documents it is not possible to have a good understanding of the overall development.
- In terms of access, the impact of the development would be considerable, given the provision of the proposed 400 new homes. Barnet Council must ensure that the developer is costed for the works required for the re-engineering of the roads.
- In relation to parking, local residents must be made aware of any changes to the current parking zones.
- Further works at the site would create further disruption to local residents especially by way of parking. Under the previous application insufficient parking provisions were agreed. Additional units at the site would create even greater parking pressures.

Officer response: all relevant documents were made public prior to the formal consultation period including noise, transport and access details with the latter being contained within the submitted plans. Infrastructure details are a matter for the Council to consider during the application's lifecycle.

The current development is proposing 39 units only and therefore, Officers must assess the development within these parameters.

Unfortunately, there will also be some disruption to local residents as part of all developments and while Officers will look to limit this via conditions this cannot form a reason for refusal in its own right.

See Highways section for a discussion on parking.

5. STATUTORY AND INTERNAL BODIES

- **Design Officer:** No objections, design principles are acceptable.
- **Historic England:** “Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.”
- **The Rt. Hon Theresa Villiers MP:** Support application. The application is supported as it would introduce further housing into the area. However it is important that the developer together with the Council, consider parking mitigation measures to address the overall parking pressures as a result of the wider development.
- **The London Fire and Emergency Planning Authority:** No objection to development. However have requested that sprinkler systems be installed within the development. The applicant has been made aware of this.
- **Thames Water:** No objection subject to informative.
- **Metropolitan Police:** No objection, subject to condition.
- **Highways England:** No objection.
- **Environment Agency:** The submitted Flood Risk Assessment is satisfactory and the development should be carried out in accordance with its recommendations.
- **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.
- **Barnet Council’s Waste and Refuse Officer:** No objection.
- **Barnet Council’s Drainage Officer:** No objection subject to conditions.

The site is located entirely within Flood Zone 1 and as such is considered to be appropriate for development in accordance with Table 3 of the Planning Practice Guidance.

- **Barnet Council's Highways Officer:** No objection subject to conditions.
- **Barnet Council's Lighting Officer:** No objection subject to further lighting design details. To be conditioned.
- **Barnet Council's Arboricultural Officer:** No objection subject to conditions. The proposed scheme would remove ten existing trees however the loss of these trees is not considered significant owing to the species type and the loss of these trees can be offset with replacement planting.

6. KEY PLANNING POLICY

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 Core Strategy and Development Management Policies development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 2012.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents 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.

Officers have considered the development proposals very carefully against the relevant policy criteria and have concluded that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

6.1 National Planning Policy Framework (March 2012)

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with their statutory development plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that “good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would “significantly and demonstrably” outweigh the benefits. The relevant Policies are as follows:

- 2. Ensuring the vitality of town centres
- 4. Promoting sustainable transport
- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment

6.2 The Mayor's London Plan (March 2016)

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life. The Relevant Policies are as follows:

- Policy 1.1 - Delivering the Strategic Vision and Objectives for London
- Policy 2.6 - Outer London: Vision and Strategy
- Policy 2.7 - Outer London: Economy
- Policy 2.8 - Outer London: Transport
- Policy 2.15 - Town Centres
- Policy 2.18 - Green Infrastructure: the Network of Open and Green Spaces
- Policy 3.1 - Ensuring Equal Life Chances for All

- Policy 3.2 - Improving Health and Addressing Health Inequalities
- Policy 3.3 - Increasing Housing Supply
- Policy 3.4 - Optimising Housing Potential
- Policy 3.5 - Quality and Design of Housing Developments
- Policy 3.6 - Children and Young People's Play and Informal Recreation Facilities);
- Policy 3.8 - Housing Choice
- Policy 3.9 - Mixed and Balanced Communities
- Policy 3.10 - Definition of Affordable Housing
- Policy 3.11 - Affordable Housing Targets
- Policy 3.12 - Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- Policy 3.13 - Affordable Housing Thresholds
- Policy 3.16 - Protection and Enhancement of Social Infrastructure
- Policy 3.19 - Sports Facilities
- Policy 4.1 - Developing London's Economy
- Policy 4.2 -Offices
- Policy 4.3 - Mixed Use Development and Offices
- Policy 4.4 - Managing Industrial Land and Premises
- Policy 4.6 - Support For and Enhancement of Arts, Culture, Sport and Entertainment Provision
- Policy 4.7 - Retail and Town Centre Development
- Policy 4.10 - Support New and Emerging Economic Sectors
- Policy 4.12 - Improving Opportunities for All
- Policy 5.1 - Climate Change Mitigation
- Policy 5.2 - Minimising Carbon Dioxide Emissions
- Policy 5.3 - Sustainable Design and Construction
- Policy 5.5 - Decentralised Energy Networks
- Policy 5.6 - Decentralised Energy in Development Proposals
- Policy 5.7 - Renewable Energy
- Policy 5.8 - Innovative Energy Technologies
- Policy 5.9 - Overheating and Cooling
- Policy 5.10 - Urban Greening
- Policy 5.11 - (Green Roofs and Development Site Environs)
- Policy 5.12 - Flood Risk Management
- Policy 5.13 - Sustainable Drainage
- Policy 5.14 - Water Quality and Wastewater Infrastructure
- Policy 5.15 - Water Use and Supplies
- Policy 5.16 - Waste net Self-Sufficiency
- Policy 5.17 – Waste Capacity
- Policy 5.21 - Contaminated Land
- Policy 6.1 - Strategic Approach

- Policy 6.2 - Promoting Public Transport Capacity and Safeguarding Land for Transport
- Policy 6.3 - Assessing Effects of Development on Transport Capacity
- Policy 6.4 - Enhancing London's Transport Connectivity
- Policy 6.5 - Funding Crossrail and Other Strategically Important Transport Infrastructure
- Policy 6.7 - Better Streets and Surface Transport
- Policy 6.9 - Cycling
- Policy 6.10 - Walking
- Policy 6.11 - Smoothing Traffic Flow and Tackling Congestion
- Policy 6.12 - Road Network Capacity
- Policy 6.13 - Parking
- Policy 7.1 Building London's Neighbourhoods and Communities
- Policy 7.2 Inclusive Environment
- Policy 7.3 - Designing Out Crime
- Policy 7.4 - Local Character
- Policy 7.5 - Public Realm Policy 7.6 - Architecture
- Policy 7.7 - Location of Tall and Large Buildings
- Policy 7.8 - Heritage Assets and Archaeology
- Policy 7.13 - Safety, Security and Resilience to Emergency
- Policy 7.14 - Improving Air Quality
- Policy 7.15 - Reducing and Managing Noise
- Policy 7.17 - Metropolitan Open Land
- Policy 7.18 - Protecting Open Space and Addressing Deficiency
- Policy 7.19 - Biodiversity and Access to Nature
- Policy 7.21 - Trees and Woodlands
- Policy 7.30 - London's Canals and Other Rivers and Waterspaces
- Policy 8.2 - Planning Obligations
- Policy 8.3 - Community Infrastructure Levy

6.3 *Barnet London Borough Local Plan*

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 policies of most relevance to the determination of this application are set out below.

6.3.1 *Core Strategy (Adopted 2012):*

- Policy CS NPPF - National Planning Policy Framework—Presumption in favour of sustainable development

- Policy CS1 - Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach
- Policy CS3 - Distribution Of Growth In Meeting Housing Aspirations
- Policy CS4 - Providing Quality Homes and Housing Choice in Barnet
- Policy CS5 - Protecting and enhancing Barnet's character to create high quality places
- Policy CS6 - Promoting Barnet's Town Centres
- Policy CS7 - Enhancing and Protecting Barnet's Open Spaces
- Policy CS8 - Promoting a Strong and Prosperous Barnet
- Policy CS9 - Providing safe, effective and efficient travel
- Policy CS10 - Enabling inclusive integrated community facilities and uses
- Policy CS11 - Improving health and wellbeing in Barnet
- Policy CS12 - Making Barnet a Safer Place.
- Policy CS13 - Ensuring the efficient use of natural resources
- Policy CS14 - Dealing with our waste
- Policy CS15 - Delivering the Core Strategy

6.3.2 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

6.4 Supplementary Planning Documents and Guidance

The Council and the Greater London Authority in association with the Mayor of London have produced a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new developments within Barnet meets sufficiently high environmental and design standards. The below provides a list of policies relevant to the scheme.

Barnet Council SPDs:

- *Sustainable Design and Construction (May 2016)*
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.
- *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
- *Residential Design Guidance (October 2016)*
This provides a clear and consistent message on how we manage change within Barnet's suburbs. The SPD consolidates and updates the existing framework for residential design which mainly focused on improvements to the existing housing stock (Design Guidance Notes on Extensions, Conversions, Porches, and Hardstandings and Vehicular Crossovers). Thereby providing a more detailed residential design guidance on issues relevant to Barnet such as local character, density, built form, car parking and amenity space standards connected with new build development. Through these changes the SPD sets out the local priorities for protecting and enhancing Barnet's character, providing a local reference point that is in keeping with national guidance on good design.
- *Planning Obligations (April 2013)*
The Planning Obligations SPD focuses on when Planning Obligations will be required and the relationship with CIL. It sets the requirements for different scales of development as well as the procedural process for delivering a legal agreement.

Greater London Authority SPDs:

- *Affordable Housing & Viability (August 2017)*
The Mayor's long-term aim is for half of all new homes to be affordable. The SPD offers an ambitious and practical first step to raise the amount of affordable housing coming through the planning system ahead of the new London Plan in 2019. It will also ensure that development appraisals are robustly and consistently scrutinised as well as speeding up the planning

process for those schemes which are delivering more affordable homes.

- *Housing (March 2016)*
This provides guidance on a range of strategic policies including housing supply, residential density, housing standards, build to rent developments, student accommodation and viability appraisals.
- Sustainable Design and Construction (April 2014)
This document provides practical guidance on sustainable technologies and practices such as urban greening, pollution control, decentralised energy, how to offset carbon dioxide where the targets set out in the London Plan are not met and basements policy and developments.
- *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.
- *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, it aims to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.
- Streets Manual TFL(March 2007)
Manual for Streets (MfS) supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement, which are now withdrawn in England and Wales. It complements Planning Policy Statement 3: Housing and Planning Policy Wales. MfS comprises technical guidance and does not set out any new policy or legal requirements.
- Technical Housing Standards (March 2015)
This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

7. PLANNING CONSIDERATIONS

The main areas for consideration are:

- Principle of Development

- Design
- Impact on Neighbouring Amenity
- Trees
- Sustainability
- BREEAM
- Highways
- Refuse and Recycling Storage

7.1 Principle of Development

The principle of residential led mixed use development at the site has already been established by a previous extant and current permission (see planning refs: B/04834/14 and 16/7601/FUL). No.8 Albert Road has previously been demolished in accordance with the extant planning permission B/04834/14. The principle to demolish 1 to 9 Victoria Road and 1A, 2 and 2A Albert Road has also been established by the Gateway Planning Application (16/7601/FUL).

Under the second application, Building J was built as two parts around the Salvation Army building which at the time of the application was not within the ownership of the applicant. The building lies to the north of 1 to 9 Victoria Road. It is a single storey building and has elevations onto Albert Road East and West. The applicant has since taken ownership of the site and is now looking to incorporate this into the wider development. Therefore the current application is simply in-filling a void within the overall development site that was previously left out. In light of this, there are no objections in principle to the proposal.

However the current application differs from the previously approved application for building J1 and J2 (16/7601/FUL) in that:

- Previously, there were two buildings J1 and J2. They have since been joined into one unit now simply referred to as Building J.
- It now incorporates the Salvation Army building
- The internal layouts have been amended
- There is an increase of 14 in the number of units from 25 within buildings J1 and J2 to 39 units within Building J.
- There is also an increase in the number of family units from 2 to 3.
- There are design alterations to all the elevations
- There are a greater number of balconies especially to north and east elevations
- There is a reduction in the number of parking spaces from 10 to 8.
- The current proposal is slightly lower in height than the previous building. However this is only by centimetres (17.54m and is now 17.45m)

The proposed mixed use commercial unit formed part of the original permission and therefore has already been deemed acceptable. The design of the original unit is not

altered under the current application.

7.2 Design

The National Planning Policy Framework (published 2012) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors, securing high quality design goes beyond aesthetic considerations.

The London Plan also contains a number of relevant policies on character, design and landscaping. Policy 7.1 of the London Plan further emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. Whereas Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass, contributing to a positive relationship between the urban structure and natural landscape features. Including the underlying landform and topography of an area; ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment. Architectural design criteria are also set out under Policies 7.4 and 7.6. These state that new developments should be complementary to the established local character and that architecture should make a positive contribution and have a design which is appropriate to its context.

The NPPF further attaches great importance to the design of the built environment. Paragraph 17 gives 17 core planning principles. Paragraph 56 states '*The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people*'. Paragraph 58, 59 and 61 all further highlight the importance of the visual appearance and architecture but also addresses the importance of connections between people and places and the natural, built and historic environment.

At the local level, policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of

Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

The proposed building would range in height from three to five storeys. This is similar to its previous design with the current design being only 0.09 metres lower than the previously approved building. The design has been created in a very modern style, with metal railed balconies, terraces, aluminium double glazed windows, exposed brickwork and a flat roof. A uniformed glazing design is repeated at all elevations of the property and a G-shaped building footprint has been employed to create a central courtyard with landscaping around the building's facade and elevations. The application site is isolated from the properties around it via a network of narrow roads. It represents a block of properties that will be demolished to make way for the regeneration works, although it should be noted that some have already been demolished as part of the original 2015 permission.

The application site is located in a predominantly residential area however with some commercial uses nearby. The design of the property together with the townhouses is very similar to the design previously approved by the Committee. The only different being a slight redesign in the range of building storeys and where there was once a Building J1 and Building J2, there is now just one building. The Council's Design Officer has commented that the proposed development is in keeping with the context of the site and would sit comfortably with the previously approved scheme.

The development is sufficiently set back from Victoria Road to ensure the building line relates sensibly to surrounding development, and to prevent an overbearing impact upon the streetscene. At its highest, the property would be five storeys. Although the majority of the surrounding buildings are two to four storeys in height the development would be comparable to those properties approved under the extant permission and the additional storey has been assessed and approved by officers and members under the 2016 application. The proposed five storey is also further justified in that the buildings overall height has not significantly changed since the 2016 application. There is also a change in scale between the building blocks to the rear and front which further recognises the relationship in storeys between the building pattern at Victoria Road, where the pattern is for lower storeys than that at the rear Albert Road. On Victoria Road there is an active frontage via the mixed use commercial unit that faces onto it. This has been built at two storey with two additional floors of residential above. At the elevation facing Victoria Road the

property would appear as four storeys. This remains the same scale as the previously approved scheme. Officers consider that the distribution of height and massing throughout the blocks is well balanced and the creation of a courtyard is successful. Landscaping works are also proposed that will result in a comprehensive and complete architectural composition driven by the development context.

Overall, the development would contribute positively to the surrounding townscape neighbouring buildings. The design is visually pleasant, well thought out and the materials and details are of high quality. It is also considered that the facades are well articulated and the fenestration rhythm is elegant and clear.

The elevational treatment and materials for the proposed development have been chosen to ensure simplicity throughout the design of the development and to be in keeping with the local context and previous development. However conditions governing the final material pallet will be attached to ensure that the final appearance of the property is acceptable

Unit Mix

The 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 the housing needs in Barnet (See policy DM08). The Council's Local Plan documents identify 3 and 4 bedroom units as being of the highest priority types of market housing for the Borough. The need for a diverse range of units sizes is also echoed within London Plan Policy 3.8. The below table provides a breakdown for the proposed units:

| Unit size | 1B2P | 2B3P | 2B4P | 3B5P | Total |
|------------------|--------|--------|---------|-------|----------------|
| Private | | 6(15%) | 10(25%) | 1(2%) | 17(44%) |
| Shared Ownership | 7(18%) | 6(15%) | 7(18%) | 2(5%) | 22 (56%) |
| Total | | | | | 39(100) |

Although the Council has identified a lack of larger housing units, the main Council housing demand within the Borough is primarily for family units. The London Plan considers that family units equate to properties that can house three or more persons. Based on this definition the proposal would allow for 82% new family units.

Therefore on balance, it is considered that the proposal would provide an appropriate mix of units to meet a variety of demands across the Borough in accordance with the relevant policies and Borough priorities as well as Policy 3.8 of the London Plan.

Internal space Standards for future Occupiers

Policy 3.5 of the London Plan states that new residential units should provide the

highest quality internal environments for their future residents and should have minimum floor areas in accordance with the Government's technical housing standards set out in Table 3.3. It recognises that a genuine choice of homes should be provided in terms of both tenure and size. Detailed residential standards are also contained within the Mayor's London Housing SPG.

The breakdown in units as per Policy 3.5 is as follows:

| Unit | Position | Unit size | Policy 3.5 Standard/sqm | Proposed /sqm | Fail/Comply | Amenity /sqm |
|------|-------------|-----------|-------------------------|---------------|--------------|--------------|
| 1 | Ground Flr | 2B4P | 70 | 86 | Comply | 11 |
| 2 | Ground Flr | 2B3P | 61 | 71 | Comply | 11 |
| 3 | Ground Flr | 2B4P | 70 | 81 | Comply | 18 |
| 4 | Ground Flr | 3B6P | 108 | 106 (Hse) | Fail (-2sqm) | 28 |
| 5 | Ground Flr | 3B6P | 108 | 106 (Hse) | Fail (-2sqm) | 28 |
| 6 | First Flr | 2B3P | 61 | 70 | Comply | 8 |
| 7 | First Flr | 1B2P | 50 | 57 | Comply | 7 |
| 8 | First Flr | 2B4P | 70 | 86 | Comply | 9 |
| 9 | First Flr | 2B3P | 61 | 65 | Comply | 7 |
| 10 | First Flr | 2B3P | 61 | 65 | Comply | 7 |
| 11 | First Flr | 2B4P | 70 | 77 | Comply | 7 |
| 12 | Seconds Flr | 2B3P | 61 | 65 | Comply | 6 |
| 13 | Seconds Flr | 1B2P | 50 | 52 | Comply | 5 |
| 14 | Seconds Flr | 1B2P | 50 | 52 | Comply | 5 |
| 15 | Seconds Flr | 1B2P | 50 | 55 | Comply | 6 |
| 16 | Seconds Flr | 2B4P | 70 | 76 | Comply | 7 |
| 17 | Seconds Flr | 2B4P | 70 | 76 | Comply | 7 |
| 18 | Seconds Flr | 3B5P | 86 | 92 | Comply | 8 |
| 19 | Seconds Flr | 2B3P | 61 | 65 | Comply | 7 |
| 20 | Seconds Flr | 2B3P | 61 | 65 | Comply | 7 |
| 21 | Seconds Flr | 2B4P | 70 | 77 | Comply | 7 |
| 22 | Third Flr | 2B3P | 61 | 65 | Comply | 6 |
| 23 | Third Flr | 1B2P | 50 | 52 | Comply | 5 |
| 24 | Third Flr | 1B2P | 50 | 52 | Comply | 5 |
| 25 | Third Flr | 1B2P | 50 | 55 | Comply | 6 |
| 26 | Third Flr | 2B4P | 70 | 76 | Comply | 7 |
| 27 | Third Flr | 2B4P | 70 | 76 | Comply | 7 |
| 28 | Third Flr | 3B5P | 86 | 92 | Comply | 8 |
| 29 | Third Flr | 2B3P | 61 | 65 | Comply | 7 |
| 30 | Third Flr | 2B3P | 61 | 65 | Comply | 7 |
| 31 | Third Flr | 2B4P | 70 | 77 | Comply | 7 |
| 32 | Four Flr | 2B4P | 70 | 78 | Comply | 45 |
| 33 | Four Flr | 2B4P | 70 | 82 | Comply | 34 |
| 34 | Four Flr | 2B4P | 70 | 76 | Comply | 7 |
| 35 | Four Flr | 2B4P | 70 | 76 | Comply | 7 |
| 36 | Four Flr | 3B5P | 86 | 92 | Comply | 8 |
| 37 | Four Flr | 2B3P | 61 | 65 | Comply | 7 |
| 38 | Four Flr | 2B3P | 61 | 65 | Comply | 7 |
| 39 | Four Flr | 2B4P | 70 | 77 | Comply | 7 |

As the above table shows, the majority of the units are generous in size and comply with the required London Plan and the National Technical Housing Standards in terms of overall size. However two of the units fall short by 2 square metres. This is considered marginal and given the generous amount of amenity space to these

townhouses, officers have taken the view that on balance, this is acceptable. In all cases, the units also meet the technical space standards for bedrooms (double 11.5/single 7.5). All of the units would also achieve a minimum ceiling height of 2.5 metres as detailed under Policy 3.5.

Affordable Housing

Policies 3.8 to 3.13 of the London Plan relate to affordable housing. Policy 3.11 states that the Mayor will, with boroughs and other relevant agencies and partners should, seek to maximise affordable housing provision and ensure an average of at least 17,000 more affordable homes per year in London over the term of this Plan. In order to give impetus to a strong and diverse intermediate housing sector, 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale. Priority should be accorded to provision of affordable family housing. Paragraph 173 of the NPPF imposes an obligation on councils to consider viability when setting requirements for affordable housing.

Policy 3.12 of the London Plan further seeks the maximum reasonable amount of affordable housing when negotiating on individual housing schemes but states that the objective is to encourage rather than restrain residential development.

Policy CS4 of Barnet's Core Strategy states that the Council will seek 40% affordable on all sites capable of accommodating ten or more dwellings. In doing so, the Council will be seeking a 60/40 mix with 60% social renting and 40% intermediate. The application proposes 56% affordable housing.

The affordable housing provision is significantly greater than that stipulated under policy CS4. The number of affordable housing units across the wider Victoria Quarter Redevelopment Area would be increased from 64 to 67 (17.9% to 18%) as a result of the proposed development. The tenure mix across the wider redevelopment area is 27% affordable rent and 73% shared ownership

Disabled Units/Access

Policy 3.8 of the London Plan further states that 10% of new residencies within a development should be wheelchair accessible or easily adaptable for residents who are wheelchair users. Provision should also be made for affordable family housing, wheelchair accessible housing and ensure all new housing meets parts M4 (2) and (3) of the Building Regulations as follows:

Part M4(2)

- 90% of the dwellings shall be designed to be Category 2 'Accessible and adaptable'

Part M4(3)

- *10% of the dwellings shall be designed to be Category 3 'Wheelchair user dwellings'*

Details submitted with the application demonstrate that thought has been given towards wheelchair access. Two disabled units will be provided via condition. This will ensure that 10% of the complete units (including the Gateway and Victoria Quarter) are disability friendly. In addition, the applicant has stated that all the units within Building J have been designed to accommodate a wheelchair turning circle in the dining rooms, bathrooms and living rooms areas, although no plans demonstrating these turning circles have been submitted. They have also confirmed that the units are also easily adaptable and where further adaption is required (In terms of grab rails and ropes switches) this can be introduced within the bathrooms.

The development includes step-free pedestrian access to the main entrances of the building to ensure that all occupiers and visitors can move freely in and around the public and private communal spaces. Two lifts are being provided, one at the lobby of Core J1 and the second at Core J2. The Site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

However there are no specific wheelchair accessible units proposed within the scheme for the required 10% wheelchair accessible standard. The applicant has stated that a holistic approach should be taken as with the previous applications, as the overall wider scheme would achieve 10% wheelchair accessible units in compliance with policy. This would include two units in Building J to be secured via condition.

Density

Policy 3.4 of the London Plan states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2. The site falls within the PTAL rating of 3 and based on Table 3.2 the site is of an “urban” character. This has been defined as an area “*with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes.*”. For sites such as these, the London Plan density matrix suggests a residential density of between 70 and 170 habitable units per hectare.

The Mayor’s Housing SPG, at paragraph 1.3.12, further states that the density ranges should be “*used as a guide and not an absolute rule, so as to also take proper account of other objectives*”. It does not preclude developments with a density above the suggested ranges, but requires that they “*must be tested rigorously*” (para.1.3.14). This will include an examination of factors relating to different aspect

of “liveability” of a proposal (dwelling mix, design and quality of accommodation), access to services, impact on neighbours, management of communal areas and a scheme’s contribution to ‘place shaping’. The impact of massing, scale and character in relation to nearby uses will be particularly important.

The SPG also considers the opportunities and constraints with regards to density on small sites (para.1.3.39). Responding to existing streetscape, massing and design of the surrounding built environment should be given special attention – where existing density is high, for example, higher density can be justified. Paragraph 1.3.40 notes that small sites require little land for internal infrastructure, and as such, it is appropriate for density to reflect this.

The site measures 0.29 hectares with 39 units proposed resulting in a density of 134 units per hectare which falls within the limit set by London Plan for urban areas. It should also be noted that the supporting text to Policy 3.4 of the London Plan confirms that the density matrix should not be applied mechanistically.

Sunlight and Daylight to Proposed Units

The current application is accompanied by an independent Daylight/Sunlight report prepared by Right of Light Consulting which provides an assessment of the potential impact of the development on sunlight, daylight and overshadowing to neighbouring residential properties and the proposed units based on the approach set out in the Building Research Establishment’s (BRE) ‘Site Layout Planning for Daylight and Sunlight: A Good Practice Guide’.

Daylight has been assessed in terms of Vertical Sky Component (VSC) and sunlight has been assessed in terms of Annual Probable Sunlight Hours (APSH) and overshadowing has been assessed against the above BRE guidelines. The BRE Guidelines provide numerical guidelines, but these are not mandatory should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.

Daylight: the BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:

The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or

The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value.

It should be noted that the London Plan guidance states that in view of London's context accepting VSC reductions exceeding 20% is acceptable.

Sunlight: the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment it is considered that there would be no real noticeable loss of sunlight where:

In 1 year the centre point of the assessed window receives more than 1 quarter (25%) of annual probable sunlight hours (APSH), including at least 5% of Annual Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March – being winter; and less than 0.8 of its former hours during either period; and In cases where these requirements are breached there will still be no real noticeable loss of sunlight where the reduction in sunlight received over the whole year is no greater than 4% of annual probable sunlight hours.

There are a total of 55 windows proposed under the development. All these were tested. All of the units have dual aspect. The applicant's Sunlight and Daylight Assessment states that all the proposed windows pass the BRE test.

Overall, the proposed development is considered to provide a good quality of accommodation to future occupants in terms of daylight and sunlight.

Outdoor amenity

The London Housing SPG provides further guidance in relation to the provision of dual aspect units and private amenity space. Housing SPG standard 4.10.1 states that 5m² of private amenity space should be provided for each one bedroom unit, with a further 1m² provided for each additional occupant. Standard 4.10.3 states that the minimum length and depth of areas of private amenity space should be 1.5m and that developments should avoid single aspect units which are north facing, have three or more bedrooms, or are exposed to a particularly poor external noise environment.

Barnet's Sustainable Design and Construction SPD sets the minimum standards for outdoor amenity space provision in new residential developments. Flats are expected to provide 5sqm of usable outdoor communal or private amenity space per habitable room proposed and houses considerably more as detailed in Table 2.3 below of SPD Adapted from the Sustainable Design and Construction SPD and are as per the London Plan requirements. 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 | Development Scale |
|--|------------------------------|
| For Flats: •5 m ² of space per habitable room. | Minor, Major and Large scale |
| For Houses: •40 m ² of space for up to four habitable rooms •55 m ² of space for up to five habitable rooms •70 m ² of space for up to six habitable rooms •85 m ² of space for up to seven or more habitable rooms | Minor, Major and Large scale |

The provision of outdoor amenity space within Block J is as follows:

| Unit | Position | Unit size | Proposed/sqm |
|-------------|-----------------|------------------|---------------------|
| 1 | Ground Flr | 2B4P | 11 |
| 2 | Ground Flr | 2B3P | 11 |
| 3 | Ground Flr | 2B4P | 18 |
| 4 | Ground Flr | 3B6P | 28 (-12sqm) |
| 5 | Ground Flr | 3B6P | 28 (-12sqm) |
| 6 | First Flr | 2B3P | 8 |
| 7 | First Flr | 1B2P | 7 |
| 8 | First Flr | 2B4P | 9 |
| 9 | First Flr | 2B3P | 7 |
| 10 | First Flr | 2B3P | 7 |
| 11 | First Flr | 2B4P | 7 |
| 12 | Seconds Flr | 2B3P | 6 |
| 13 | Seconds Flr | 1B2P | 5 |
| 14 | Seconds Flr | 1B2P | 5 |
| 15 | Seconds Flr | 1B2P | 6 |
| 16 | Seconds Flr | 2B4P | 7 |
| 17 | Seconds Flr | 2B4P | 7 |
| 18 | Seconds Flr | 3B5P | 8 |
| 19 | Seconds Flr | 2B3P | 7 |
| 20 | Seconds Flr | 2B3P | 7 |
| 21 | Seconds Flr | 2B4P | 7 |
| 22 | Third Flr | 2B3P | 6 |
| 23 | Third Flr | 1B2P | 5 |
| 24 | Third Flr | 1B2P | 5 |
| 25 | Third Flr | 1B2P | 6 |
| 26 | Third Flr | 2B4P | 7 |
| 27 | Third Flr | 2B4P | 7 |
| 28 | Third Flr | 3B5P | 8 |
| 29 | Third Flr | 2B3P | 7 |
| 30 | Third Flr | 2B3P | 7 |
| 31 | Third Flr | 2B4P | 7 |
| 32 | Four Flr | 2B4P | 45 |
| 33 | Four Flr | 2B4P | 34 |
| 34 | Four Flr | 2B4P | 7 |
| 35 | Four Flr | 2B4P | 7 |
| 36 | Four Flr | 3B5P | 8 |
| 37 | Four Flr | 2B3P | 7 |

| | | | |
|----|----------|------|---|
| 38 | Four Flr | 2B3P | 7 |
| 39 | Four Flr | 2B4P | 7 |

All flats proposed have private balconies or terraces of 5sqm of more, all of which meet the SPD minimum width requirement of 1.5 metres and have a good level of natural light, thereby comprising usable amenity space. All of the proposed residential units comply with the required policy standards aside of the two townhouses that provide 28sqm of space against the required 40sqm stated within the SPD. The supporting text of the SPD states that “Higher density development...may not always be able to provide amenity space to the standards outlined in Table 2.3. Where the standards cannot be met and an innovative design solution is not possible the council will seek a Planning Obligation...[for the shortfall].” However given that the wider development would result in the delivery of 2916sqm of new public open space and there is the nearby Victoria Recreation Ground the resulting shortfall of 24sqm would be mitigated with this provisions.

Play space

Policy 3.6 of the London Plan states that housing development proposals should make a provision for play and informal recreation for children and young people. According to Housing SPG standard 1.2.2, the development is required to make appropriate play provisions in accordance with a GLA formula and calculation tool, whereby 10sqm of play space should be provided per child, with under-5 child play space provided on-site as a minimum, in accordance with the London Plan ‘Shaping Neighbourhoods: Play & Informal Recreation SPG and ‘Providing for Children and Young People’s Play and Informal Recreation’ SPG’.

Based on the London Plan calculator it is required that the development provide 43sqm of play space (4 children). Building J provides doorstep play of 12sqm this is compliant with the minimum under five requirements detailed by the London Plan. However there is a shortfall in the remaining requirement of 31sqm. Under the most recent application (16/7601/FUL) there was a shortfall of 502sqm that was not secured via contributions owing to the extensive open space provisions of the wider site and the proximity of the Victoria Recreation Ground which benefits from approximately 37,000sqm of space. As such, in this case it is considered that the 31sqm shortfall can also be mitigated in the same way.

7.3 Impact on Neighbouring Amenity

At a national level, Chapter 11 of the NPPF has an approach based on the central principle of sustainability through the pursuit of amenity improvements, developments driven by context, long term improvements to the environment and high quality design. Amenity is also an important consideration of The London Plan (2017) Chapter 7 and Chapter 13 states that when determining planning applications, local planning authorities should ensure that any unavoidable noise,

dust and particle emissions and any blasting vibrations are controlled, mitigated or removed at source.

Under the Local Plan, the protection of existing amenity arrangements in any area is considered to be an important aspect of determining whether a proposal is acceptable or otherwise. The protection of existing residential amenity is required through good design in new developments which intern promotes quality environments. More specifically Policy DM01 states that proposals should seek to manage the impact of new developments to ensure that there is not an excessive loss of amenity in terms of daylight/sunlight, outlook and privacy for existing occupiers. While Policy DM04 under point 'd', states that proposals that are likely to generate an excessive level of noise close to noise sensitive uses, such as residential dwellings, will not normally be permitted.

This is further supported by Barnet's Adopted Residential Design Guidance SPD (adopted April 2013) which provides further guidance on safeguarding the amenities of neighbouring and surrounding residential occupiers.

Privacy, overlooking and outlook

The application proposes windows within all its elevations. There are also balconies and terraces proposed to the north and east elevations. Given the wider development of the site the most affected properties would be those at Albert Road West. These properties would be around 10 metres away from the proposed building line at the site at their closest. This relationship was considered under the previous application and officers deemed the relationship acceptable. In particular, it was noted that there are no potential impacts posed by the proposed block in respect of the other nearby properties and that in relation Building J, the nearest window would be a north facing flank of the commercial unit (Public House), which is approximately 7 metres away.

The nearest residential unit is at No.1 Albert Road West. This property is opposite the Salvation Army building which is to be demolished and replaced (at that elevation) with a three story building. The property at 1 Albert Road is two storeys and is likely to be affected by windows at the development, especially the proposed town houses. However the existing Salvation Army building, although not residential, creates some interlocking presently. Given the narrowness of the road and the pavement areas, it would not be unreasonable to assume that the existing residential occupiers have already accepted some degree of overlooking. What is important to note is that the proposed development would not create any additional overlooking for existing residents.

In the wider development scheme, the proposed Building J would be situated a good distance away from both of the nearest buildings, that being Buildings A (approximately 30 metres away) and H (18 metres away Building-to-building line). Inter-looking windows would therefore, be some distance away. Therefore the

development is more than compliant with the required policies governing loss of privacy, outlook and overlooking to any future neighbours.

Daylight, sunlight and overshadowing

There are a total of 168 windows from buildings surrounding the site (Albert Road West, Albert Road East and Victoria Road) were highlighted as being in close proximity to, and facing the proposed development. Daylighting levels for potentially affected windows of surrounding properties were found to be acceptable in all cases. It is noted that 19 windows failed to comply with the VSC test. However 10 were to non-habitable or non-domestic rooms and 9 only marginally failed.

The applicant's Sunlight and Daylight report states that of the 9 that fail, 4 of those windows only marginally fall short of the VSC test (windows 112, 113, 122 & 124 at 1 Albert Road achieve a reduction ratio of 0.7 and above against the target of 0.8). However as stated above the Mayor has issued guidance stating that given the urban grain of London an up to 20% fail rate is still acceptable. The application would fail to comply at 0.5%. Therefore it is acceptable in the context. The report concludes:

All windows which face within 90 degrees of due south have been tested for direct sunlight. All habitable room windows pass both the total annual sunlight hours test and the winter sunlight hours test (annual probable sunlight hours between 21 September and 21 March). The proposed development therefore satisfies the BRE direct sunlight to windows requirements.

There are no nearby gardens or amenity areas directly to the north of the development. The proposed development will therefore not create any new areas which receive less than two hours of sunlight on 21 March. The proposed development therefore satisfies the BRE overshadowing to gardens and open spaces requirements.

In light of the above the proposed development achieves a very high level of compliance with the BRE recommendations. As such, Overall, the development is not anticipated to have any notable impact on the daylight received by neighbouring properties.

Noise and general disturbances

Noise issues were also considered under the most recent permission and deemed to be acceptable. However given the additional number of residential units, it is important to revisit this issue. The details submitted with the application confirms that issues relating to internal and external noise and disturbance are not predicted to be significant. Noise level from any air handling units, mechanical plant, or other fixed external machinery should not increase the background noise level when measured

at the nearest sensitive residential premises. In effect, this means the noise level from any new units should be at least 10Db below existing background noise levels. This would be controlled by condition.

Therefore 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 when compared to the previous permission, the use is consistent with the residential and mixed use character of the wider area and is also appropriate in the context of the edge of town centre location. Furthermore, no objections have been raised by neighbouring properties pertaining to harmful noise.

However as a major development, the construction phase would involve very large scale operations. As the potential for significant adverse environmental effects during this phase is large, a Construction Logistics Plan and an Environmental Management Plan should therefore be secured via condition.

Subject to the above Officers do not consider that the development would have any significant impact on the existing residential amenity at the location due by way of noise.

Air pollution

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 has been reduced from 10 to 8 and the original 2016 Air Quality Assessment completed in 2016 has been updated as a result of the current application. The report concludes:

Due to the nature of the revised proposals, the Air Quality and Noise Assessments (November 2016) remains valid. Taking into account the nature of proposed changes we do not believe any further air quality and noise information is required and any amendments to the previously approved mitigation measures are required.

The Council's Environmental Health Officer has considered the results of the assessment and deemed it acceptable subject to conditions. These conditions will be attached in the event the application is approved.

Microclimate

In respect of wind, the proposal does not involve 'tall buildings' as defined by the Greater London Authority 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.

7.4 Trees

Policy DM01 requires that proposals should include hard and soft landscaping that:

- Is well laid out in terms of access, car parking and landscaping.
- Considers the impact of hardstandings on character.
- Achieves a suitable visual setting for buildings.
- Provides appropriate levels of new habitat including tree and shrub planting.
- Contributes to biodiversity including the retention of existing wildlife habitat and trees.
- Adequately protects existing trees and their root systems.
- Makes a positive contribution to the surrounding area.

DM01 further states that trees should be safeguarded and when protected trees are to be felled the Council will, where appropriate, require replanting with trees of an appropriate size and species. This is also supported by the Barnet Local Plan Policy DM16, which elaborates that when considering development proposals, the Council will seek the retention, enhancement or creation of biodiversity.

The applicants has submitted an Arboricultural Impact Assessment and an Arboricultural Method Statement (March 2017) prepared by Delta Simons, which has been reviewed by the Council's Arboricultural Officer. This report states that it is required that ten trees will be removed and there are no TPO or significant trees on the site but the landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces. It concludes:

In consideration of the above findings it is concluded that, from the details provided to date, the Site in question can be developed as proposed whilst retaining a number of individual trees and tree groups and, in turn improving the overall quality of the tree cover by additional tree planting. However, in order to ensure successful existing tree preservation, it is essential that the retained trees are protected in strict accordance with current Government guidance and the recommendations included herein.

The Council's Arboricultural Officer has commented that although 10 trees are proposed for removal to facilitate the scheme the loss of these trees will not have a significant impact on visual tree amenity in the local area and can be offset with replacement planting. The design proposes a specimen tree, Holm Oak *Quercus robur*, at the junction of Victoria Road and Albert Road West. This species is evergreen, grows to approximately 20m high and an equally large spread. However

this tree would be inappropriate for this location because the location of the tree would lead to the excessive shading of nearby flat and would require constant maintenance once established.

Three planters are proposed along the front of Building J. These are located where level changes are required a total of 1.125m over 4 stages is proposed. The species mix for the planters contains a variety of evergreen shrubs, which offers a typical mix of plants found in these locations. However no additional trees are proposed along the front of Building J.

The proposed pocket park at the rear of Building J would provide a high quality visual amenity and include 11 medium sized Tibetan Cherry trees.

Officers have assessed the loss of trees and note that the applicant aims to make provisions for the replanting of several new trees and shrubs to be confirmed by the Arboricultural Officer. In the event of an approval, conditions will be attached to ensure that the final landscaping details are of an appropriate design and quality and makes a positive contribution to the area, including assisting in the creation of a safe and secure environment..

It is concluded that the scheme is acceptable and compliant with development plan policy in respect of tree and landscaping matters.

7.5 Sustainability

At the heart of the NPPF is the fundamental principle to build in favour of sustainability. It states that developments should reduce greenhouse gas emissions (paragraph 95) and in determining planning applications local planning authorities should expect developments to comply with local policies in terms of the layout of development, paying particular attention to create develops that would reduce energy consumption through building orientation, massing and landscape (paragraph 96).

In keeping with the fundamental practices of the NPPF, the Council's Local Development Plan provides policies to enforce sustainable practices. In particular, Policy CS NPPF states that a positive approach will be taken for developments that have been built to sustainable methods. Policy DM01 of the Local Plan states that all developments should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation.

This approach is also echoed by the London Plan Policy 5.2 which 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

The applicant has submitted a Sustainability and Energy Statement undertaken by WSP. The submitted statement identifies the following measures:

- The building fabric will be designed to significantly exceed the minimum fabric requirements of Part L1A and Part 2A (2013) of the Building Regulations wherever possible.
- The development is to be served by a centralised Energy Centre located in the basement.
- Low Temperature Hot Water (LTHW) via a Combined Heat & Power engine and high efficiency gas fired boilers will be provided. This will serve all heating and domestic hot water.
- (DHW) requirements throughout the site.
- The residential blocks will be connected to the centralised district heating network; with each apartment connected via a Heat Interface Unit (HIU) located in a storage cupboard.
- Underfloor heating is to be provided throughout each apartment. Ventilation will be provided by individual Mechanical Ventilation Heat Recovery (MVHR) units.
- All apartments will include 100% low energy lighting.
- Non-residential units will be completed to shell and core standard only, providing base services for future extension by tenants.
- Green roofs.
- Photovoltaic (PV) panels at roof level.

The above measures are welcomed as they specifically address the hierarchy identified in Policy 5.2 of the London Plan and all other policies detailed above.

However Policy 5.2 further affirms that the highest sustainability standards should be met by all developments. The supporting text states that it is required that “*Carbon dioxide emissions from new development should be reduced by sustainable use of energy in accordance with the Mayor’s energy hierarchy. The first step in the hierarchy, to reduce energy demand, should be met through adopting sustainable design principles outlined in Policy 5.3. The second step, to supply energy efficiently, should be met by prioritising decentralised energy, as outlined in Policies 5.5 and 5.6. The third step, to use renewable energy, is outlined in Policy 5.7.*” Therefore developments should demonstrate that sustainable design standards have been considered as part of the proposal, construction and day-to-day running of the new building.

To help aid this, Policy 5.2 (B) sets minimum targets for the carbon dioxide

emissions reduction to residential developments. This policy states that developments should meet these targets as per the Building Regulations requirements, by resulting in zero carbon emissions. Regulation 26 of the building regulations states that “Where a building is erected, it shall not exceed the target CO2 emission rate for the building...”. Policy CS13 of the Local Plan supports this aim by expecting all developments to be energy efficient and seek to minimise any wasted heat or power. In order to meet these targets it is required that the development submit detailed calculations to the Building Inspector in order for Officers to determine the building emission rate (BER).

The Sustainability Statement submitted with the application confirms the proposal would achieve CO2 savings on site of 38.9% for the non-residential and 42.9% for the residential units against Part L 2013 and renewable energy generation offsets using photovoltaic panels of 17.3% of CO2 emissions. As summary of these details are provided in the below table.

| | Domestic | | | Non-Domestic | | |
|---------------------------------------|---|--|-------------|---|--|-------------|
| | Regulated Carbon dioxide emissions (MT CO2 per annum) | Unregulated Carbon dioxide emissions (kgCO2) | % reduction | Regulated Carbon dioxide emissions (MT CO2 per annum) | Unregulated Carbon dioxide emissions (kgCO2) | % reduction |
| After renewable energy (CLEAN) | 26.0 | 30.9 | 42.9% | 7.0 | 3.4 | 38.9% |

As the carbon dioxide savings proposed by the development fall short of the policy requirement, the Council would accept a cash in lieu payment of £127.318(calculated based on the London Plan £60 per tonne) to be secured through a S106 legal agreement and the applicant has accepted this.

7.6 BREEAM

As the development is characterised as a “major” development, it is required under SPA Sustainable Design and Construction, that BREEAM standards be met. Under Council policies DM01 and DM02 and the London Plan Policy 5.2 it is required that both residential and non-residential developments meet a target of BREEAM ‘Very Good’. This would be conditioned accordingly.

7.7 Highways

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) states that the Council will promote the delivery of appropriate transport measures to

relieve pressure on the existing infrastructure and support growth, whilst maintaining the level of freedom in terms of public access to these facilities. The Council is also driven by the objective to ensure that any proposed use or development would match the current transport capacity and capabilities at the local. If necessary these will be undertaken via the use of the Community Infrastructure Levy or S106 Legal Agreements. In doing so, the following measures will be prioritised:

- The reduction congestion
- Continued investment in the highways network
- Working with TFL
- The management of parking
- Maintaining road safety
- Encouraging sustainable modes of transport

Policy DM17 states that the Council will ensure that there is safety for all road users and will refuse applications that may lead to safety concerns on the highway or increase risk to vulnerable users. In considering new developments the Council will require the submission of a Transport Assessment where the proposed development is anticipated to have significant transport implications. Developments should be located close to existing public transport links and should encourage their use and if necessary, new routes and services should be created. Cycle and parking provisions should be proposed in line with the London Plan standards.

The application is supported by a Transport Statement prepared by Vectos. The application proposes the installation of 67 cycle parking spaces, 8 car parking spaces, highways works to the roundabout with Albert Road and Victoria Road.

The application site has a public transport accessibility rating of PTAL index of 3 (moderate). The site is 300 metres to the New Barnet Rail Station, 20 minutes' walk to High Barnet underground station where Northern Line connections are available and 25 minutes' walk to Cockfosters Underground Station, where connections to the Piccadilly Line can be accessed. Central London is then 25 minutes away. There are also a number of bus routes from the area.

The London Plan Policies 6.1 and 6.9 detail the requirements for cycle parking. The application complies with these requirements to an acceptable standard. In relation to car parking the Council applies its own working standards as detailed within policy DM17.

Car Parking and Cycle Parking

The application would provide 8 onsite car parking spaces including one disabled bay space and a total of 67 cycle parking spaces. A number of objections have been received by Officers. These have focused on parking.

The Highways Officer has commented that while the provision of cycle storage is acceptable on site, a lower ratio of car parking is proposed. The applicant has stated that given the constraints of the site and the wish to provide further affordable housing units, it has not been possible to provide the complete number of parking spaces required. The Highways Officer notes that the previously approved scheme resulted in a Building J ratio of 10spaces/25 units, while the current application would result in a ratio of 8/39. However it is not considered that the addition 14 units at the site would have a significant impact on the existing parking pressures in the area because further parking is proposed in the wider site. Policy DM17 in its supporting text, states that developments that do not provide the number of total parking spaces may still be acceptable.

The applicant also has 390 residential car parking spaces (plus a further 6 visitor car parking spaces) across the Victoria Redevelopment Area. Based on 371 residential units across the Victoria Quarter Redevelopment Area, the car parking ratio would equate to 1.07 car parking spaces per residential unit. This would be a very minor reduction from the previously consented 1.10 car parking spaces per residential unit.

Given that the car parking standards in the Development Plan are expressed as 'maximum standards', the proposed car parking provision would be 1.07 per residential unit, thereby ensuring that 1 car parking space is provided per new home across the Victoria Quarter Redevelopment Area. This is a marginal reduction on the previously approved level for the Victoria Quarter redevelopment (1.10 spaces per unit) but considered appropriate given the proximity of the train station and town centre with associated shops and services, the good PTAL rating and the mix of units proposed. 1:1 car parking provision is considered to be in accordance with Policy 6.13 in the London Plan (2016) and Policy DM17 in Barnet's Development Management Policies DPD (September 2012).

Disabled parking space in compliance with the London Plan quota would be secured on site via condition. 2 electric charging points to meet the London Plan required 20% will also be secured via condition to encourage sustainable transport practices. In light of this, it is considered that on measure, the proposal is acceptable on highways grounds in this case.

Table 1.1 (below) provides a more detailed look at the parking requirements for the development as set out under Policy.

Table 1.1

| Requirement type | Note | Requirement | Total Proposed | Fail/Comply |
|--------------------------|---|-------------|----------------|---|
| Car parking requirements | <i>Residential:</i> Barnet policy DM17. 0-1 for flats, 1.5-1 for terraced houses. | 39 | 8 | Fail – However the wider development site would |

| | | | | |
|----------------------|---|----|----|------------------------------------|
| | <i>Commercial:</i> Only required for disabled employees. | | | provide more. |
| Electric vehicles | <p><i>London Plan:</i> 20% of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.</p> <p><i>Barnet SPD:</i> Proposed development to ensure that every 1 car parking space in 5 has provision or is future proofed to provide a suitable electrical charging point or as agreed in a Travel Plan.</p> | 2 | 0 | Fail – to be secured by condition. |
| Disabled parking | Disabled parking spaces as per London Plan and Manual for Streets (see London Plan Policy 6.15): 5% required | 1 | 0 | Fail – to be secured by condition. |
| Cycle Parking C3 use | Table 6.3 Cycle Parking minimum standards: - 1 space per 1 bedroom unit - 2 spaces per all other dwellings. | 64 | 67 | Complies |
| Cycle Parking A1 use | Table 6.3 Cycle Parking minimum standards for A1 use: - <i>Long-stay</i> ; from a threshold of 100 sqm: 1 space per 175 sqm - <i>Short Stay</i> ; from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm thereafter: 1 space per | 2 | 2 | Complies within the 67 spaces |

Safety

For a building of this nature, the main considerations would relate to access to the building and the areas of public realm around the building.

The Metropolitan Police's Designing Out Crime Officer has been consulted and has commented that the development does not create any immediate and significant crime and safety issues. The MET have been involved with the development at an early stage and several discussions have taken place. The current development incorporates principles of Secured by Design. However to ensure that the final development is acceptable a condition will be attached requiring further details to show that the proposed development provides a safe and secure environment and that opportunities for crime have been mitigated..

Travel Plan

The Highways Officer has commented that The Transport Statement submitted by the applicant sets out the requirements for a Travel Plan Statement in accordance with the LBB SPD Planning Obligations. A contribution of £5,000 towards the management of the Travel Plan will also be required. This will be secured via a S106 legal agreement.

Drainage

Policy DM04 states that developments should demonstrate compliance with the London Plan water hierarchy for run off especially in areas identified as prone to flooding from surface water runoff. All new development in areas at risk from fluvial flooding must demonstrate application of the sequential approach set out in the NPPF (paras 100 to 104) and provide information on the known flood risk potential of the application site.

The applicant has submitted a Drainage Strategy that has been reviewed by all parties concerned. The Drainage Officer has confirmed that the proposed details are acceptable. However insufficient details have been submitted in relation to some aspects of drainage. Therefore further details are required. These details will be secured via condition.

7.8 Refuse and Recycling Storage

Under Policy CS14 of the Local Plan Core Strategy, the Council has taken a proactive approach to dealing with waste production and disposal. It notes that a key component of dealing with waste in a more sustainable way is to find better ways of reducing the amount of waste and taking more responsibility for its disposal, instead of relying on landfill sites such as that in Bedfordshire. The London Borough of Barnet has one of the largest carbon footprints per head of population in London. However it was the first local authority to introduce compulsory recycling in March 2005. As such, it is clear that the Council employs a sustainable approach to refuse and recycling. This approach also forms part of The Mayor of London's objectives. The London Plan (see Policy 5.16 and 5.17) sets a target of working towards managing the equivalent of 100 per cent of London's waste within London by 2031. Meeting this target will require the use of new facilities and technologies.

In keeping with the above, policy CS14 encourages sustainable waste management practices for all developments by way of waste prevention, re-use, recycling, composting and resource efficiency over landfill. All developments should seek to present waste disposal techniques which are able to meet future needs. The Sustainable Design and Construction SPD provides a detailed minimum requirement for waste provisions stating that *“All non-residential developments should provide a minimum of 10m2 designated waste storage space for materials for recycling, such as paper, glass bottles and jars, cans, cardboard, and plastic bottles”* (p.30) and *“A minimum internal storage capacity of 60 litres per dwelling (flats and houses) should be provided which can accommodate containers for the temporary storage of materials to be recycled.”* (p.30).

Waste storage for the commercial unit has been identified on the plan as being to the ground floor west of the site. Provision for the residential units is located in two bin stores west of the site. However details regarding the exact size and nature of the provided containers have not been submitted. Confirmation that the refuse storage area is also wheelchair accessible is also required. In the event that Members are minded to approve the development, a condition will be attached requiring further details to be submitted.

8. COMMUNITY INFRASTRUCTURE LEVY (CIL)

Given the scale of development a CIL payment is required at both local and Mayoral level.

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.

LB Barnet CIL

Pursuant to the LB Barnet Planning Obligations SPD, a CIL charging rate is £135 per square metre. In the case of Barnet's CIL, ancillary car parking space is chargeable (SPD Para 2.2.14). Formal determination of the CIL payment will be calculated at later stage and will be required for payment as per an agreed mechanism.

9. EQUALITY 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; and sexual orientation.

As stated previous, details submitted with the application demonstrate that thought has been given towards wheelchair access in the following ways:

- step-free pedestrian access to the main entrances of the building
- Two lifts are being provided for access to the upper floors of the property.
- Disabled parking will be secured via condition
- All units are wheelchair adaptable

Therefore in recommending the application for approval, Officers have 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.

In light of the above, the proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design and providing an environment which is accessible to all.

10. CONCLUSION

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 Mayor’s London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority in their assessment of this application.

It is considered that the proposed residential development has been designed to deliver new homes within buildings that respond to their local context, taking into account both the physical constraints of the site and its relationship with neighbouring properties and the nearby townscape.

The height, form and massing of the building represents a considered response to a number of issues and would not represent an unacceptable level of harm to the character of the area or building pattern. In principle, the staggered design and overall height has already been deemed acceptable by the Planning Committee. Therefore it is only required that consideration is given to the new elements of the scheme.

For the reasons set out in the previous sections of this report it is concluded that on balance, the proposed development accords with the relevant development plan policies and represents a sustainable form of development. It is therefore considered that there are no material planning considerations to justify withholding planning approval. Accordingly, the application is recommended for APPROVAL subject to conditions and a S106 Agreement to help mitigate any impact the resulting development may have.

RECOMMENDATION: GRANT WITH CONDITIONS.

APPENDIX 1: CONDITIONS AND INFORMATIVES

TIME LIMIT

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

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

APPROVED DRAWINGS

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

- **Architectural Drawings**
- 3372C-P-001 Site Location Plan P3
- 3372C-P-010 Existing Site Plan P2
- 3372C-P-015 Existing Site Elevations P2
- 3372C-P-020 Existing Site Plan Gateway P2
- 3372C-P-095 Proposed Site Plan P2
- 3372C-P-100 Ground Floor Plan P2
- 3372C-P-101 First Floor Plan P2
- 3372C-P-102 Second Floor Plan P2
- 3372C-P-103 Third Floor Plan P2
- 3372C-P-104 Fourth Floor Plan P2
- 3372C-P-105 Roof Plan P2

- 3372C-P-200 Street Elevations 1 of 2 P2
- 3372C-P-201 Street Elevations 2 of 2 P2
- 3372C-P-210 South Elevation P2
- 3372C-P-211 West Elevation P2
- 3372C-P-212 North Elevation P2
- 3372C-P-213 East Elevation P2
- 3372C-P-214 Courtyard South Elevation P2
- 3372C-P-215 Courtyard West Elevation P2
- 3372C-P-216 Courtyard North Elevation P2
- 3372C-P-217 Courtyard East Elevation P2
- 3372C-S-410 GIA Layout Plans & Schedule P2
- 3372C-S-415 NIA/Tenure Layout Plans & Schedule P2

- **Unit Layouts and Landscape Drawings**

- 3372C-P-901 Landscape Plan P2
- 3372C-P-902 Landscape Plan P2
- 3372C-P-700 1B Type 1 P2
- 3372C-P-701 1B Type 2 P2
- 3372C-P-702 1B Type 3 P2
- 3372C-P-710 2B3 Type 1 P2
- 3372C-P-711 2B3 Type 2 P2
- 3372C-P-712 2B3 Type 3 P2
- 3372C-P-713 2B3 Type 4 P2
- 3372C-P-720 2B4 Type 1 P2
- 3372C-P-721 2B4 Type 2 P2
- 3372C-P-722 2B4 Type 3 P2
- 3372C-P-723 2B4 Type 4 P2
- 3372C-P-724 2B4 Type 5 P2
- 3372C-P-725 2B4 Type 6 P2
- 3372C-P-726 2B4 Type 7 P2
- 3372C-P-730 2B4 M Type 1 (1 of 2) P2
- 3372C-P-731 2B4 M Type 1 (2 of 2) P2
- 3372C-P-740 3B5 Type 1 P2
- Transport Statement (August 2017); Supplementary Drainage Statement Revision A (August 2017); Flood Risk Assessment (June 2017); Noise Impact Assessment (August 2017); Daylight and Sunlight Assessment – Neighbouring properties (August 2017); Baylight and Sunlight Study (Within the Development) (August 2017); Land Contamination Assessment (September 2016); Arboricultural Survey (March 2017); Arboricultural Impact Assessment issue 2 (March 2017); Arboricultural Method Statement for Demolition, Enabling and Construction Work Phases (March 2017); Air Quality Assessment (August 2017) and 162177/AT/G01 Rev C.

Reason: For the avoidance of doubt and in the interests of proper planning.

DISABLED UNIT

3. Notwithstanding the approved plans, details of two wheelchair friendly units shall be submitted and approved prior to occupation of Building J.

Reason: To ensure the development is compliant with policies governing access for all in accordance with Policy 3.8 of the London Plan (2016)

CONSTRUCTION MATERIALS

4. Notwithstanding the details shown on the plans hereby approved the development shall not commence (other than for site preparatory or demolition purposes) until details of samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas (including bricks, bonds, windows, balconies, external gates and external doors) 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 safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policy CS5 of the Barnet Local Plan Core Strategy (adopted) September 2012 and DM01 of the Development Management Policies (adopted) September 2012 and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan (2016).

PLAY EQUIPMENT

5. 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 of Development Management Policies (Adopted) September 2012 and Policy 3.6 of the London Plan (2016).

BOUNDARY TREATMENT

6. Notwithstanding the details submitted and hereby approved, no development shall be begun until details pertaining to boundary treatment to be used are submitted in writing to the Local Planning Authority. These details shall include materials, type and siting of all boundary treatments. 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 Development Management Policies (adopted) September 2012 and Policies 3.6 and 7.21 of the London Plan (2016).

TREES

7. Prior to occupation a Landscape Management Plan, including a tree planting scheme, green roof details, long-term design objectives, management responsibilities and maintenance schedules, including replanting, for all landscaped areas within the application site boundary, shall be submitted to and approved in writing by the local planning authority.

Reason: This condition is necessary to ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site in line with Policy DM16 of the Development Management Policies (adopted) September 2012.

REPLANTING OF TREES

8. Any 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 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 Development Management Policies (adopted) September 2012 and Policy 7.21 of the London Plan (2016).

PHOTOVOLTAIC PANELS

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS5 of the Barnet Local Plan Core Strategy (adopted) September 2012 and DM01 of the Development Management Policies (adopted) September 2012 and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan (2016).

USE CLASS

- 10.** The flexible commercial units hereby approved shall only be used in connection with Use Classes A1-A4/B1/D1/D2 (sports and recreational use) only as follows:

Reason: To ensure the unit is not employed for use that is harmful to the amenity of the area and enable the Local Planning Authority to retain control of any future use of the floor space in accordance with Policies DM01 and DM13 of the Barnet Development Management Policies (adopted) September 2012.

A3 HOURS

- 11.** The approved A3 and A4 Use Classes shall not be used outside of the hours of Monday to Saturday 08:00-23:00 and Sunday and Bank Holidays 10:00-18:00.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

- 12.** The approved Classes A1, A2 and B1 shall not be used outside of the hours of Monday to Saturday 07:00-23:00 and Sunday and Bank Holidays 10:00-18:00.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

HOURS OF WORK

- 13.** No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

EXTERNAL LIGHTING

- 14.** Prior to the occupation of the site an External Lighting Assessment together with full details, specifications and plans of any proposed external lighting to be installed as part of the development shall be submitted and approved in writing to the Local Planning Authority. The development shall be implemented in full accordance with the approved details prior to the first occupation of the development and thereafter be maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with Policy DM01 of the Barnet Development Management Policies (adopted) September 2012 and Policy 5.3 of the London Plan (2016).

REFUSE

- 15.** Before the development commences details of the refuse collection arrangements 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.

METROPOLITAN POLICE SERVICE

- 13.** Prior to carrying out above grade works of each building or part of any new building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building can achieve full Secured by Design' Accreditation.

Prior to the first occupation of the residential building a 'Secured by Design' accreditation shall be obtained for the building.

The development shall only be carried out in accordance with the approved details.

- 14. Reason:** To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

BREEAM

- 15.** The commercial unit hereby approved (Use Classes A1, A2, A3, A4, B1, D1 and D2) shall be constructed to achieve not less than BREEAM 'Very Good'. Prior to occupation a Post Construction BREEAM Certificate shall be

submitted to the Local Planning Authority to demonstrate that this has been achieved.

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).

- 16.** The residential buildings shall not be occupied until formal post construction BREEAM Certification demonstrating that the development has achieved BREEAM 'Very Good' has been submitted and approved in writing by the Local Planning Authority.

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).

DEMOLITION AND CONSTRUCTION MANAGEMENT AND LOGISTICS PLAN

- 17.** No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

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

- Details of a community liaison contact for the duration of all works associated with the development.
- Site hoarding
- Wheel washing
- Dust suppression methods and kit to be used
- Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- Details of the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway
- Confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999. Proof within the contractor's specification that all NRMM will be registered on the local government website
- Confirmation that an asbestos survey has been carried out
- Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday – Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.

Reason: To ensure that 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 and CS14 of the Core Strategy (adopted) September 2012 and Policies DM01, DM04 and DM17 of the Development Management Policies (adopted) September 2012 and Policies 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

CONTAMINATED LAND

18. Before development commences other than for investigative work:

Part 1

a). A site investigation and risk assessment shall be designed for the site. 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.

b). 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.

Part 2

c). 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 (2016).

PILLING

19. 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.

LEVELS

20. 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 Development Management Policies DPD (adopted) September 2012 and Policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan (2016).

CYCLE PARKING

- 21.** The residential cycle parking provisions hereby approved shall be fully implemented in accordance with the approved plans prior to occupation of any residential unit hereby approved and shall be permanently retained thereafter.

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.

DISABLED PARKING

- 22.** Notwithstanding the plans submitted, 2 disabled parking space shall be provided and clearly marked with a British Standard disabled symbol where appropriate and permanently retained for the use of disabled persons resident to or visiting the property and their vehicles and for no other purpose. Details of any revised parking spaces shall be submitted to and approved in writing by the Local Planning Authority. Such arrangements shall be completed to the Authority's satisfaction before the building is first occupied and shall thereafter be kept available/ maintained for such use.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

ELECTRIC VEHICLE CHARGING POINTS

- 23.** Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in association with Building J shall be formally submitted and approved in writing by the Local Planning Authority. These details shall include the provision of 2 electric vehicle charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with Policy 6.13 of the London Plan (2016).

VEHICULAR ACCESS

- 24.** The development shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

DELIVERY AND SERVICING

- 25.** Before the commercial unit hereby approved is occupied full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

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

PLANT NOISE

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan (2016).

GREEN TRAVEL PLAN

- 27.** No development shall take place until a Green Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall provide details of the objectives, targets and measures to promote and facilitate public transport use, walking, cycling and practices/facilities to reduce the need to travel and to reduce car use. It shall also provide details of its management, monitoring and review mechanisms, travel plan coordination, and the provision of travel information and marketing. The initiatives contained within the approved plan shall be implemented and shall be in place prior to the first occupation of the development unless otherwise agreed in writing by the Local planning Authority.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with Policy 6.13 of the London Plan (2016).

SURFACE WATER DRAINAGE STRATEGY 1

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

Reason: To ensure that the development manages surface water in accordance with Policy CS13 of Core Strategy (Adopted) September 2012, Policies 5.13 and 5.14 of the London Plan (2016), and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems).

SURFACE WATER DRAINAGE STRATEGY 2

- 29.** Prior to occupation, evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development shall be submitted. The Adopting Authority must demonstrate that sufficient funds have been set aside and/or sufficient funds can be raised to cover operation and maintenance costs throughout the lifespan of the development. The

Adopting Authority shall be responsible for satisfying themselves of the suitability of the adopted SuDS prior to adoption, and shall keep records of operation and maintenance activities, for possible inspection by the Council.

Reason: To ensure that the surface water drainage system and SuDS are constructed appropriately and are adopted by an Adopting Authority responsible for the safe operation and maintenance of the system throughout the lifetime of the development. Appropriate construction of SuDS should take into consideration S13 of the Non-statutory Technical Standards for Sustainable Drainage Systems. Operation and maintenance of SuDS should take into consideration the Written Ministerial Statement of 18 December 2014 and Planning Practice Guidance Paragraphs 81 and 85.

SURFACE WATER DISCHARGE HIERARCHY

- 30.** The development shall discharge surface water runoff as high up the discharge hierarchy as possible. Prior to occupation and where it is not possible to achieve the first hierarchy, details shall be submitted in writing to the Local Planning Authority to show discharge through the ground. Applicants must demonstrate in sequence why the subsequent discharge destination was selected. Proposals to dispose of surface water into a sewer, highway drain, surface water body or another drainage system must be accompanied by evidence of the system having spare capacity downstream and acceptance of the surface water by the appropriate authority(ies).

Reason: To ensure that the development discharges surface water from the site in a manner that takes into consideration the statutory duties, legislation and regulatory requirements of authority(ies) receiving surface water and ensures that downstream flood risk is mitigated in accordance with Policy CS13 of Core Strategy (Adopted) September 2012, Policies 5.13 and 5.14 of the London Plan (2016), Approved Document Part H of the Building Regulations 2010) and Paragraph 80 of Planning Practice Guidance.

SUSTAINABLE DRAINAGE SYSTEMS DESIGN

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

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with in accordance with Policy CS13 of Core Strategy (Adopted) September 2012, Policies 5.13 and 5.14 of

the London Plan (2016), and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753.)

INFORMATIVES

Informative Arb Officer

1. Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below. “An overarching recommendation is to follow *BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations* and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.”

Highways

2. The applicant must submit an application under Section 184 of the Highways Act (1980) for the proposed vehicular access. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.
3. The applicant is advised that due to location of the site deliveries during the construction period should not take place between 0800 hrs - 0930 hrs and 1630 hrs - 1800 hrs. Careful consideration must also be given to the optimum route(s) for construction traffic and Development and Regulatory Services should be consulted in this respect.

Arboriculture

4. An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British

nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth, Obama nungara flatworm and Chalara of Ash. All material to be planted must have been held in quarantine.”

Thames Water

5. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

MET

6. The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813

Background Documents

None.

**SITE LOCATION PLAN: Salvation Army Hall, Albert Road, Barnet, EN4 9SH.
REFERENCE: 17/5522/FUL**



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2013.
All rights reserved. Ordnance Survey Licence number LA100017674.