

Finchley and Golders Green Area Planning Committee 18 January 2018
Addendum to Officers Report

Pages: 13 - 59

Finchley Police Station, 193 Ballards Lane, London N3 1LZ

Ref: 17/5250/FUL

ADD RECOMMENDATION IV

That following discussions with the London Fire Brigade no objections are received. If objections are received the item will be referred back to the Area Planning Committee.

Since the publication of the committee report, further information has been submitted by the applicant including further comment on viability of the scheme, and computer generated images / visualisations (CGIs) that show the buildings from a variety of angles. It was also pointed out by the applicant that not all of the unit plan numbers were included in Condition 1 in the Recommendation. The viability issues are discussed below under Affordable Housing and a selection of the new CGIs are shown on the PowerPoint presentation for this evening's meeting.

A further representation has been received from a resident at Hartnell Court in response to the new CGIs, and this is discussed below in relation to Impacts on Living Conditions of Neighbouring Residents.

A consultation response has been received from Historic England and this is discussed below under Archaeology, and further comments from the Highways officer are comments under the appropriate heading, along with a number of other corrections and clarifications to the main report.

These issues are discussed below following the same order of points noted for consideration at 5.2 on page 43 of the report, as follows:

- (i) Issues in the reasons for refusal:
 - Lack of dedicated on-site car parking and the resulting harmful impact on highway and pedestrian safety
 - Impacts on the character and appearance of the existing building, the street scene and the wider locality (in this Addendum, specifically related to building height)

- (ii) Other key issues:
 - Whether the proposals make adequate provision for affordable housing.
 - Whether harm would be caused to the living conditions of neighbouring residents.
 - Whether the proposals would have an acceptable impact on archaeology.
 - Environmental and sustainability issues.
 - Whether the proposals would make adequate provision for accessibility.

Highways issues

The Highways Officer has noted an error at page 45 of the report as published in the Committee agenda. Immediately following the four dates on which evening surveys of the availability of on-street car parking took place, the following single-line paragraph should be read as deleted, and the paragraph following it shall be amended as follows:

The tables below included in the TS summarise the results of the parking beat survey.

The Although the result of the Parking Beat Survey indicated that there is ample parking available on street within the identified area for parking during the night time survey and at the weekends to accommodate any potential overspill parking, the detailed assessment of the survey showed that the roads in close proximity of the site suffers from greater parking stress than on roads further away from the site.

Impacts on the character and appearance of the existing building, the street scene and the wider locality

The submitted CGIs further illustrate how the development would appear within the setting of the two street frontages and the surrounding development.

Members have sought clarification on the heights of Block B and the houses opposite at Gruneisen Road. For completeness, heights of other nearby buildings are also given here. All dimensions are based on levels given on the five elevation drawings and the two section drawings listed in Condition 1 in the main report.

Block B

Front parapet height would vary across the frontage due to the slope in Gruneisen Road, from approximately 10.1m on the side towards Hartnell Court to 10.6m on the western side (adjacent to the Roadrunner Service Centre).

Maximum mansard roof level for the front part of the building (Gruneisen Road frontage) - 12.7m.

Maximum parapet height for the rear part of the building - 11.2m

Gruneisen Road - three storey houses opposite Block B

Height to eaves - 8.6m

Height to roof ridgeline - 9.7m

Block A

19m on Ballards Lane frontage to roof of sixth storey element + lift overrun of approximately 1.3m

Hartnell Court

11.5m to maximum roof height, measured from ground level height within application site
10.4m on Martyn Gerrard House, the lower section of this building adjacent to Block A

191 Ballards Lane (Park View Health Centre)

8.5m

Roadrunner Service Centre, Gruneisen Road

6.85m to ridgeline.

Wentworth Lodge

15m excluding telecommunications equipment

Whether the proposals make adequate provision for affordable housing.

As noted in the main agenda, since the submission of the original planning application, revisions have been made to the scheme that reduced the number of residential units from 54 to 52. This also resulted in a corresponding reduction in residential floorspace, from 35,687 square feet to 34,498 square feet.

The Council's viability advisor considers that this would represent a loss in revenue of approximately £825,000, and has undertaken an updated appraisal that concluded that with 100% private housing the development would result in a significant deficit against the viability benchmark. However, the applicant has indicated willingness to pay a total of £904,800 towards CIL, S106 and the delivery of Affordable Housing (*letter from Quod, dated 4th December 2017*). Taking into account CIL payments of £558,905 and section 106 costs as noted in the main report under Recommendation II (pages 43 and 44 of the agenda), this equates to £214,005 to cover Section 106 payments and affordable housing contributions.

While this figure may not fully cover the applicant's costs for providing three shared ownership units on site, it is considered that this remains achievable, and no change to Recommendation II is therefore considered necessary.

The Council's viability advisor also recommend that, due to the sensitivity of the scheme to residential values and the size of the proposed development, an 'open book' end of scheme review mechanism for the proposed development should be included in the Section 106 agreement. This is consistent with advice in the Mayor's Affordable Housing Viability SPG of 2017, and this position is covered by the Recommendation in the main report.

Whether harm would be caused to the living conditions of neighbouring residents.

An additional neighbour letter has been received from a neighbour at Hartnell Court, which comments on the visualisations that have been added to the Council's website as follows:

- Proposal seen from Gruneisen Road – The Blank wall that will be our proposed view from our Kitchen/Living area window at very close proximity.

Comment: This mass of this wall is intended to be mitigated with patterned brickwork and could potentially be softened with a green wall. As noted in the main report, the distance from the closest windows at Hartnell Court to this wall, as measured from the drawings, would be 11.5m (third paragraph under the heading *Outlook, visual impacts and privacy* on page 45).

- Visualisations of the Courtyard – There would be overlooking from the three Balconies to the right of the image, and further overlooking from the balconies to the left of the image.

Comment: The closest of the structures referred are walkway accesses to the adjacent flats, and while not primarily intended for use as balconies they could, given their south-westerly aspect, be used as such. Condition 38 should therefore be amended to clarify that visual privacy screens, as noted in the report for other balconies on Block A and at the rear of Block B, would also be required here.

- Visualisation of the Courtyard - This image shows the close proximity to Hartnell Court.

Comment: The main report gives separation distances between Hartnell Court and Block B in the third paragraph under the heading *Outlook, visual impacts and privacy* on page 45.

Whether the proposals would have an acceptable impact on archaeology.

Historic England has commented that:

The Archaeological Desk Based Assessment (CGMS, 2017) submitted with the application and also the Historic Environment Assessment (MOLA, 2015) submitted as part of the earlier application both indicate that although the site lies away from the centre of the historic settlement at Church End, dispersed late medieval activity such as house building is understood to have taken place within the Ballards Lane area. The submitted and previous documents conclude that the existing building will have truncated archaeological remains, however there is likely to be good survival potential within the car park to the rear. Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. In this case the nature of the development, the archaeological interest and / or practical constraints are such that a condition could provide an acceptable safeguard.

While the main report states that a condition would be required, this was omitted in that report, and an additional condition (number 44) is therefore recommended. As requested by Historic England, this would require a two-stage process of archaeological investigation comprising evaluation to clarify the nature and extent of surviving remains, to be followed if necessary by a full investigation.

Environmental and sustainability issues.

Text for this section was accidentally included in the *Provision for accessibility* section in the main report. This has been amended and updated here:

The applicant has provided an energy strategy, which indicates that a combination of efficient measures and photovoltaic panels can provide reductions in CO2 emissions that could achieve a reduction of 35% over the Building Regulations Part L 2013 Target Emissions Rate. This level of reduction is in line with the requirements of Policy 5.2 of the London Plan and the 2016 Housing SPG's requirements, and condition 23 has been amended below to reflect this.

Whether the proposals would make adequate provision for accessibility

The second paragraph in this section in the main report should be amended and included in the *Building sustainability* section, as noted above.

Other matters

Fire emergency services have raised an issue with positions of fire mains and hydrants and vehicle access. While these are generally matters for Building Regulations, for completeness it is recommended that a new condition 45 should be included to cover these issues.

Conditions to be amended

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

HTA-A_XX-D1_DR_002	Location Plan
HTA-A_XX-D1_DR_0150 rev. 3	GROUND FLOOR
HTA-A_XX-D1_DR_0151 rev. 3	LEVEL 01-02
HTA-A_XX-D1_DR_0152 rev. 3	LEVEL 03
HTA-A_XX-D1_DR_0153 rev. 3	LEVEL 04
HTA-A_XX-D1_DR_0154 rev. 4	LEVEL 05
HTA-A_XX-D1_DR_0155 rev. 1	Roof plan
17.362-P-200 rev. f	Landscape Masterplan
HTA-A_XX-E1_DR_0200 rev. 4	Block A Elevations 1 of 2
HTA-A_XX-E1_DR_0201 rev. 3	Block A Elevations 2 of 2
HTA-A_XX-E1_DR_0205 rev. 3	Block B Elevations 1 of 2
HTA-A_XX-E1_DR_0206 rev. 2	Block B Elevations 2 of 2
HTA-A_XX-E1_DR_0210 rev. 1	Main street elevations
HTA-A_XX-E1_DR_0250 rev. 1	Block sections (A-A and B-B)
HTA-A_XX-E1_DR_0251 rev. 1	Block sections (B2-B2)
AIT -FPS_HTA-A_XX-D1_DR_3000 rev. 1	STUDIO_T1 Unit plan
AIT -FPS_HTA-A_XX-D1_DR_3003 rev. 1	1B2P_T3 Unit plan
AIT -FPS_HTA-A_XX-D1_DR_3004	1B2P_T4 Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3001	1B2P_T1_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3002	1B2P_T2_Rev - Unit plan

AIT-FPS_HTA-A_XX-D1_DR_3005	1B2P_T5_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3006	1B2P_WCHR_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3007	1B2P_WCHR_T2_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3008	1B2P_WCHR_T3_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3009	2B3P_T1_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3010	2B3P_T3_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3011	2B4P_T1_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3012	2B4P_T2_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3013	2B4P_T3_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3014	2B4P_T4_Rev – Unit plan
AIT-FPS_HTA-A_XX-D1_DR_3016	2B4P_WCHR_Rev – Unit plan
AIT -FPS_HTA-A_XX-D1_DR_3017	3B5P_T1 Unit plan
AIT -FPS_HTA-A_XX-D1_DR_3018	1B2P_T6 Unit plan
AIT -FPS_HTA-A_XX-D1_DR_3019	2B4P_T6 Unit plan
AIT -FPS_HTA-A_XX-D1_DR_3020	2B4P_T7 Unit plan

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

- 23 Prior to the first occupation of any building within the development, the buildings shall be constructed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority, showing that the development will incorporate carbon dioxide emission reduction measures and on-site renewable energy provision that taken together will achieve an improvement of not less than 35% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2013 Building Regulations. The development shall be maintained as such for the lifetime of the development.

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

- 38 a) No flat shown on the approved drawings as having a balcony, a roof terrace and / or an external walkway that is for the sole use of that flat shall be occupied until the following details have been submitted to and approved in writing by the Local Planning Authority, and where applicable have been installed in their entirety:

(i) details of privacy screens, including details of materials and appearance of the screens, or

(ii) for those flats where the balcony, roof terrace or sole access walkway will not significantly overlook any neighbouring residential property or properties, sufficient drawings that demonstrate that is the case.

b) For the flats where privacy screens are required, the screens shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of occupiers at the development and of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

Additional condition

44 No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To enable archaeological investigation of the site in accordance with policies DM06 of the Development Management Policies DPD (adopted September 2012) and 7.8 of the London Plan 2016.

45 No construction shall take place until details of access and facilities for Fire and Rescue Services have been submitted and approved by the Local Planning Authority.

Reason: To ensure a satisfactory standard of design, in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012).

46 No construction shall take place until details of access and facilities for Fire and Rescue Services have been submitted and approved by the Local Planning Authority.

Reason: To ensure a satisfactory standard of design, in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012).

Additional informative

- 11 Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 12 Details to be provided to satisfy condition 45 shall demonstrate compliance with Approved Document B V2, Sect B5, "Access & facilities for the Fire & Rescue Service", or with any relevant replacement document.

Pages: 61 – 66

Ullswater Court, 92 Holders Hill Road, London, NW4 1LN

Ref: 17/5396/CON

Informative 1 is amended as follows:

A47 Rev P (Ullswater Court – Ga External Front)

Amended plans were received which detailed the removal of pergola and trellis along the boundary with No.98 Holders Hill Road.

Pages: 115 - 138

85-87 The Ridgeway, London. NW11 9RX

Ref: 17/5755/FUL

The Highways Officer has noted the following amendment, which is needed after condition 13 on page 118 of the report as published in the Committee agenda:

Condition 14:

Prior to occupation of the development, parking spaces and the access to the car parking spaces from public highway shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be used only as agreed and not to be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy

(Adopted) September 2012 and Policy DM17 of Development Management Policies
(Adopted) September 2012.

Condition 15:

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:

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

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, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

Pages: 177 - 186

409A Long Lane, London N2 8JN

Ref: 17/3231/FUL

Since the publication of the committee report from Compton Solicitors, one further representation was received within a letter dated 16th January 2018 requesting that the submitted comments within the letter from dated 29th November 2017, is reviewed. A request was made for the letter to be uploaded on the planning website and this has been actioned. The letter refers to comments previously raised in objection letters and are considered to have been dealt with within the planning report.

Pages: 187-194
8B Accommodation Road
Ref: 17/6970/S73

Since the publication of the committee report the elevation plan has been updated to correct an error. The drawing numbers of the approved plans have changed.

Condition 1 should read:

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

Location Plan
Received 4 January 2018

Existing and Proposed Elevations Drawing No 815/AR/02 Rev C
Existing and Proposed Loft Plans Drawing No 815/AR/01 Rev C
Received 10 January 2018

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

Since the publication of the report, the condition 4 has been reworded to remove the requirement for the front rooflights to be fixed shut.

Condition 4 should read:

The units hereby granted permission shall be removed, within two months of the date of failure to meet any one of the requirements set out in (i) to (ii) below:-

i) within two months of the date of this decision the rear rooflight windows facing Woodstock Road shall be obscure glazed and fitted with a restricted stay of no more than 100mm. The rooflights to the front shall be obscure glazed and fitted with a restricted stay of no more than 100mm.

ii) if an appeal is made in pursuance of (i) above, that appeal shall have been finally determined and the submitted scheme shall have been approved by the Secretary of State.

The front rooflights were not subject to the restriction imposed by the planning committee and are already approved with fixed openings. The officer's report incorrectly stated the front rooflights were to be fixed shut.

Since the publication of the report, the condition 2 has been changed to set the time limit to 3 years from the date of the original permission 16/5860/FUL.

203 The Vale NW11 8TN

Ref: 17/5434/FUL

Please note that the front parking layout has been amended to ensure that a vehicle parking off-street is able to park entirely within the demise of the application site. The front boundary wall has been removed and this would allow one vehicle to park diagonally within the area and to park and manoeuvre without driving on the adjacent residents forecourt.

Amend Condition 1 (Approved Plans) to read as follows:

The development hereby permitted shall be carried out in accordance with the following approved plans: 203/vale/17/2, 203/vale/17/a 1 (Received 18/01/18 and dated January 2018)

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

Amend Condition 3 to start 'Notwithstanding...'

Omit Condition 4 (Materials)

Omit condition 7 ((Garden layout)

Recommended additional conditions:

1. Before the development hereby permitted is first occupied, details of the sub-division of the rear amenity area for the two units shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

Informative 4

Remove reference to East Barnet Road and replace with 'The Vale'.

Site Description

To add after 'vicinity'.....'The site lies within a CPZ'. The site currently has no front boundary wall. The shared crossover remains.

Evaluation

Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality: Remove the final sentence: 'The...frontage'.

Parking and Highways: Remove the final sentence: 'This...rebuilt'.

17 Village Road

Ref: 17/5551/HSE

Details of material (submitted by the applicant): 'Our intention is to use hard wood, such as likely would have been used, between the glass panels rather than PVC or aluminium. The small amount of brickwork will be rendered and painted white to match the existing walls. I am also looking at the possibility of having leaded lights in the upper glass panels (below the roof) with small stained glass inclusions echoing the use of stained glass in the panel on the front door. We are open to advice on this issue and if that was felt to be inappropriate we would drop it.

The wood will be painted black on the outside to match the existing windows. We haven't had detailed discussions with the specialist builder yet, but they do have extensive experience working sympathetically with period properties. Again we are very open to any advice or guidance you can provide.

It's most important to us that the conservatory construction, as well as its design, is in-keeping with an 'Arts and Crafts' house circa 1909'.

Pages: 139 - 155
128 Mayfield Avenue
Ref: 17/6970/S73

Since the publication of the committee report condition 11 has been removed as it relates to works on the public highway and is not a planning condition. This will be added as an informative instead.

A standard condition has been added to require details of the subdivision of amenity space.

