

**LOCATION:** Land At The Royal Air Force Museum, Grahame Park Way  
NW9 5LL

**REFERENCE:** 18/0199/FUL                      **Received:** 08 January 2018  
**Accepted:** 12 January 2018

**WARD:** Colindale                              **Expiry:** 09 March 2018

**APPLICANT:** London Borough of Barnet

**PROPOSAL:** Provision of a 100 space car park

### **APPLICATION SUMMARY**

The application site is situated southwest of the Borough, within the Council Ward of Colindale. The site covers an area of 0.38 hectares in size and benefits from a number of existing standalone buildings. The application site itself is not listed and not within a conservation area.

Planning permission is sought for the creation of a new 100 space car parking area to be used in association with the new Barnet Council offices at Colindale, approved under application 15/04039/FUL. The application has been brought to Committee as required by Article 7 of the Constitution due to the fact that it is on behalf of the Council and is considered significant development by Officers.

The application aims to relieve some of the likely parking pressures as a result of the new Council offices. The new parking area has been brought to fruition through a joint partnership between Barnet Council and the Royal Air Force Museum. The land the subject of the application is owned by the museum but would be leased to the Council. The development has been assessed against any impact on equality and diversity. There are no significantly harmful impacts on the existing amenity arrangements, highways safety or infrastructure and character of the area.

All relevant policies contained within the Local Development Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally accords with the relevant Development Plan policies. It is therefore resolved that there are material planning considerations which justify the grant of planning permission. Accordingly, the proposal is recommended for approval subject to conditions governing any areas that require further details.

### **RECOMMENDATION**

#### **Recommendation 1**

APPROVE development subject to conditions.

*\*Please see end of report for a list of conditions*

## **Recommendation 2**

The Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal 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).

## **OFFICER'S REPORT**

### **1. SITE AND SURROUNDINGS**

The application site is situated southwest of the Borough within Barnet Council's ward area of Colindale. The site is 0.38 hectares in size and currently benefits from a number of outbuildings, trees, a water tank and an onsite electric substation.

The subject site is located within the grounds of the Royal Air Force (RAF) Museum in Colindale. The museum was officially opened in Colindale on 15<sup>th</sup> November 1972 by Queen Elizabeth II. The museum originally housed 36 aircraft at opening with a number of aircrafts being added over the coming years. At present the count is over 100 aircrafts. The museum has been awarded financial assistance via the Heritage Lottery Fund and will undergo redevelopment and upgrading of its facilities. This is in keeping with the regeneration works around site. The area is experiencing significant development with investments from Barratts, Redrow and the London Borough of Barnet who are all developing mixed residential lead schemes and office uses.

The sites immediately adjoining the application site are currently occupied by the Metropolitan Police Service and the Jehovah's Witnesses' church Kingdom Hall. To the rear, the application site borders Colindale Station Underground rail track and to the front the application site faces onto Graham Park Way.

The application site has a PTAL rating of between 1a (Very Poor) and 2 (Poor) because there is no comprehensive transport network at the site. However Colindale Underground Station is only ten minutes' walk away and there are a number of bus routes (303, 632 and 642) that run along Graham Park Way.

The site does not fall within a conservation area and is not listed. It also does not form part of any town centre.

### **2. PROPOSAL**

Planning permission is sought for the creation of a new car parking area with 100 car parking spaces and 3 motorcycle parking spaces to be used in association with the proposed Barnet Council offices at Lanacre Avenue.

### **3. RELEVANT SITE HISTORY**

#### *Application site*

There is no planning history for the site.

*Plot 8 Lanacre Avenue Colindale NW9*

**15/04039/FUL:** Construction of a new council office building between 4 and 9 storeys in height providing 11,146sqm of floorspace comprising 10,646sqm of (B1) office space and 170sqm of (A3) cafe and ancillary space on ground floor and basement. Provision of landscaping and public realm improvements, car and cycle parking and refuse and recycling stores. Amended Plans showing alterations to design of proposed council office building. – **Approved subject to conditions by Committee on the 31/03/2016.**

*Land At Corner Of Lanacre Avenue And Hazel Close Colindale NW9*

**17/8060/FUL:** Creation a new car parking facility for 20 vehicles, with secure cycle storage for 28 bicycles. Associated access and works. – **Pending consideration.**

#### **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 18<sup>th</sup> January 2018 to 8<sup>th</sup> February 2018.

The application was also publicised via direct neighbour letters to 4 neighbouring properties. No neighbour comments have been received.

#### **5. STATUTORY AND INTERNAL BODIES**

- **Arboricultural Officer:-** No objection subject to conditions.
- **Drainage Officer:-** No objection subject to conditions.
- **Environmental Health Officer:-** No comment
- **Transport Officer:-** The Highways Officer has commented that there is no objections to the development, however there are a number of issues that need to be resolved post permission. These will be secured via condition.

#### **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 is 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. This is not repeated here.

### *6.1 National Planning Policy Framework*

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

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:

- 4. Promoting Sustainable Transport
- 7. Requiring good design

### *6.2 The Mayor's London Plan 2017*

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 5.2 - Minimising Carbon Dioxide Emissions
- Policy 5.3 - Sustainable Design and Construction
- Policy 5.7 - Renewable Energy
- Policy 5.13 - Sustainable Drainage
- Policy 5.18 Construction, excavation and demolition waste
- Policy 6.3 - Assessing Effects of Development on Transport Capacity
- Policy 6.4 Enhancing London's transport connectivity
- Policy 6.9 - Cycling
- Policy 6.11 - Smoothing Traffic Flow and Tackling Congestion
- Policy 6.13 - Parking
- Policy 7.4 - Local Character

*\*Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the 2016 London Plan.*

### *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 are 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 CS5 - (Protecting and enhancing Barnet's character to create high quality places)
- Policy CS15 - (Delivering the Core Strategy)

#### 6.3.2 *Development Management Policies (Adopted 2012):*

- Policy DM01 - (Protecting Barnet's character and amenity)
- Policy DM02 - (Development standards)
- Policy DM03 - (Accessibility and Inclusive Design)
- Policy DM04 - (Environmental considerations for development)
- Policy DM17 - (Travel impact and parking standards)

#### 6.4 *Supplementary Planning Documents and Guidance*

The Council has 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.

There is also a number of Regional guidance that is also relevant.

- *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.
- *The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)*  
The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.
- *Accessible London: Achieving an Inclusive Environment (April 2004)*  
The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.
- *Planning for Equality and Diversity in London (October 2007)*  
This guidance sets out sets out some of the overarching principles that should guide planning for equality in the London context

## **7. PLANNING CONSIDERATIONS**

The main areas for consideration are:

- Principle of Development
- Design
- Impact on Neighbouring Amenity
- Highways
- Trees
- Refuse and Recycling Storage

### **7.1 Principle of Development**

The application is for the creation of a new car parking area and therefore the most relevant policies are CS9 and DM17 of the Barnet Council Policy Framework, and Policy 6.3 of the London Plan.

Currently, the application site is not fully utilised overall. There are a number of dilapidated outbuildings and substation equipment. As part of the proposal a number of the outbuildings would be removed. However there would be no impact on the formal use of the site as a museum. In addition, none of the proposed outbuildings to be demolished are of any significant value. As such, there are no specific policies that safeguards the loss of these. The site is also currently used for parking in an adhoc way.

Under policy CS9, the Council will ensure that regeneration areas are matched in terms of the likely transport capacity generated by any development. The Council will also continue to manage the parking regime which recognises that many Barnet residents will continue to own and travel by car. Therefore policy CS9 supports the provision of the proposed car parking spaces because they are required.

Furthermore policy DM17 states that a flexible approach will be applied to the consideration of further parking areas based on:

- The level of public transport accessibility (PTAL);
- Parking stress including the level of on-street parking control;
- The population density and parking ownership of surrounding areas;
- The location (i.e. is it in a town centre);
- Ease of access by cycling and walking; and
- Other relevant planning or highways considerations, such as to whether the proposal is a conversion of an existing use.

Policy 6.3 of the London Plan states that a balance must be struck between promoting good development and preventing excessive parking provision that can undermine cycling, walking and public transport use.

In addition to the above, developments in all parts of London must:

**a** ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles

- b** provide parking for disabled people in line with Table 6.2
- c** meet the minimum cycle parking standards set out in Table 6.3
- d** provide for the needs of businesses for delivery and servicing.

These requirements are discussed further in the section of the report entitled *Highways*.

The need for the proposed development is to assist in easing any parking demand brought about by the relocation of the new London Borough Barnet Council Offices at 8 Lanacre Avenue (Bristol Avenue). Under the original application no staff parking arrangements were formally agreed as part of this development. Yet it is clear that, given the PTAL rating and location of the site, the majority of journeys would be via car. The proposed car parking is then in direct response to the likely shortfall. Without it, a number of staff members would park in nearby areas which may lead to a significant increase in the parking pressures within the immediate and surrounding areas. While the exact number of demand is unknown, estimates suggest that the proposed 100 spaces is unlikely to fully address the required level of parking. However it would go some way in helping address the projected level of demand. As a result, the development would not lead to an excessive level of parking and would therefore be in keeping with the above stated policies.

In light of the above, the proposed car parking is acceptable in principle and would be in keeping with the above policies.

## **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.

At present the site appears dilapidated, is populated with a number of ancillary outbuildings, has some tree planting and greenery and is used for the parking of some vehicles. There are also some paved areas. The application proposes no additional physical construction aside of the creation of the car parking spaces and motorbike spaces. No buildings are proposed and the use would effectively make efficient use of the current site. Each car parking space has been designed to the required minimum standard of 4.5 metres by 2.5 metres and 6 metres would be provided between each row of spaces. There is also turning spaces within the parking area and security measures via the use of CCTV. The design of the CCTV stands would be secured via condition.

The location of the proposed car parking area is not within an area of a clear distinctive pattern of design. In fact, the site's location being within the RAF would allow for some degree of design deviation where required. The scale and design of the proposal would be appropriate for its setting and would not have a harmful impact on the character of the area. As well as being in keeping with the existing use on site, it would also be in keeping with the general use of the urban and built landscape surrounding it. Additionally, the proposal makes better use of the site by allowing it to be formally utilised for parking rather than in its current state where it is being under used.

In light of the above, the proposal to create car parking spaces at the site is considered acceptable in principle given the location of the site and the design and size of the proposed parking area. As such, the proposed development complies with policies governing design.

### **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*

There are no neighbouring properties bordering the application site. The application site is positioned between other commercial units with the nearest residential unit being over 100 metres away (Lacy Court, 1 Runway Close). It does not directly face the site. Across from the site is the St James' Catholic High School for 11-18 year olds. As no physical structure is being erected at the site there would be no new windows that would be likely to create additional overlooking or impact on outlook. Therefore the development would give rise no additional loss of light, outlook, overshadowing, privacy or overlooking.

#### *Noise and general disturbances*

With any new development officers would look to ensure that any additional noise created is at least 10Db below the existing background noise levels. The proposed use of the site for car parking would result in some degree of the intensification of the site and is likely to give rise to greater noise pollution. However this is unlikely to be significantly measurable given that the area is already used for parking and the RAF has its own parking at the front entrance. Noise form these actives have already been established. In addition, this would have no impact on any residential units nearby and the proposed hours of operation are limited to times during the day. Therefore no land use conflicts would occur and the proposed use would be consistent with the existing use of the site. As a result, there are no environmental health objections to the proposal. Furthermore, no objections have been raised by nearby neighbouring properties pertaining to harmful noise.

In light of the above the development is acceptable on amenity grounds.

#### **7.4 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.

As discussed previously, the application site has a PTAL rating of between 1-2. The applicant has supported a Transport Technical Note by Capita Real Estate and Infrastructure. This has been assessed by the Transport Officer.

A breakdown of proposed parking provisions is set out under table 1.1 below. It should be noted that the current application is part of a number of applications aimed at proposing parking for the approved LBB Colindale offices. Specifically relevant is application 17/8060/FUL which provides the accompanying cycle parking, disabled parking and electrical charging points. The layout of the proposal under application 17/8060/FUL is provided below:



**Figure 1.1** Layout of proposed parking provisions under application 17/8060/FUL (which is currently pending, awaiting formal determination).

**Table 1.1**

Requirement type	Note	London Plan req.	Total Proposed	Fail/Comply
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>	20	0	Fails, however 22 EVCPs are being provide at the corner of Lanacre Avenue (see app. 17/8060/FUL).
Disabled parking	Disabled parking spaces as per London Plan.	1	0	Fails, however 2 disabled spaces are being provide under app. 17/8060/FUL.
Cycle Parking	Table 6.3 Cycle Parking minimum standards.	0	0	Fails, however 28 cycle parking spaces are being provide under app 17/8060/FUL.

**Access**

There is existing car access off Grahame Park Way. This would remain in place, however would be widened under the application and a formal access point created. This access works will involve junction improvements and off site highway works that would be subject to a Section 278 agreement. Turning into the site can be done in both directions. Therefore, in

general, the principle of creating an access point at this location off Grahame Park Way is acceptable subject to road safety audits and detailed design being secured by condition.

In addition, the access is a revision on previous designs submitted and now introduces two-way access. This would help reduce any waiting that may affect the highway. Therefore it is considered that the proposed access represents the most favourable option for limiting the effects of traffic movements.

#### *Car Parking Operation*

The proposed car parking would be owned and managed by the RAF, however leased to the LBB. The existing RAF car park has recently been refurbished and will continue to be used for visitors to the museum. It would not be affected by the application.

Further details regarding the “new access barrier” are required specifically in relation to the proposed barrier and the new “Vehicle Gate”. It appears from the details submitted that this gate would create queuing. This needs to be clarified through the submission of a management plan to be secured via condition.

#### *Pedestrian Safety*

No Road Safety Audit has been submitted by the applicant. However the submitted Transport Assessment indicates that there is a low level of waiting cars at the proposed access junction. The Highways Officer has commented that this can be secured via condition. In particular, pedestrian crossing points at uncontrolled junctions should be reviewed and details of the route from the car park to the LBB offices should be provided. In addition, details pertaining to the interaction between the proposed formal access way and its relationship with the junction at Avion Crescent should also be submitted. Subject to these details being submitted and being satisfactory, the development would have no detrimental impact upon pedestrian safety.

The application also proposes CCTV however there is limited information provided. Further information would be secured via condition. A lighting scheme is also required for the proposed car park to ensure that images picked up by the CCTV is clear as well as allowing clear views during darker months.

In light of the above, details of pedestrian routes would be secured via condition to ensure that there are no adverse impacts on pedestrian safety.

#### *Disabled parking*

No disabled parking is provided under the current application owing to the distance of the current application site and the proposed offices. Instead two disabled parking bays are to be provided under application 17/8060/FUL.

#### *Cycle Parking*

The application proposes no cycle parking at the site. However the proposal is part of a series of applications aimed at addressing the transport demands likely to result from the development of the Council offices at Colindale. As such although there are no cycle parking provisions proposed under the current application, 28 cycle parking would be provided via a separate application (17/8060/FUL) to meet the required needs. The

Highways Officer has commented that this is in accordance with the London Plan parking standards.

#### *Electric Vehicle Charging Point (EVCP)*

The proposed development fails to provide 20% active and passive electrical vehicle charging points contrary to Barnet policies CS9 and DM17, as well as Policy 6.13 of the London Plan. However as detailed above, the application forms part of a number of applications aimed at addressing parking demands created by the new LBB office. The required EVCP is proposed off site and would be provided under application (17/8060/FUL). Under that application 11 charging points are proposed. However each EVCP uses a double headed charging unit, allowing each EVCP to charge 2 vehicles simultaneously. Therefore 22 electrical cars could be charged at the same time.

#### *Impact on existing road infrastructure*

Subject to the above detailed conditions, it is not considered that the additional traffic resulting from the proposed parking area

#### *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 not submitted a Drainage Strategy. Therefore the Council's Drainage Officer has not been able to formally consider the impact of drainage as a result of the works and how this would be mitigated during the use of the site. This would be secured via condition.

### **7.5 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 application site is not within a conservation area and there are no TPO trees on site. In addition, no Arboricultural Impact Assessment or Tree Protection Plan has been submitted. However there are a number of trees on site and it is not clear how many will be removed or retained. The Council's Arboricultural Officer has reviewed the proposal and has stated that a number of the trees to be removed are "significant". In particular, concerns have been raised regarding the loss of the Oak Tree.

Nevertheless there is a need to recognise the proposed parking is necessary and to note the low arboricultural status of the trees on site in that they are not formally protected (TPO). Therefore a balanced approach must be taken with regards to the loss of the visual tree amenity.

The majority of the trees are not identified as 'significant' trees. However planting that provides visual screening for the church next door should be encouraged. There is also space to accommodate future planting without any loss of any car parking spaces. Therefore officers consider that a formal tree planting condition be attached to ensure that further thought is given to any loss of trees and encourage their replacement. In the event that Members are minded to approve the scheme, a condition will be attached to ensure further tree details are provided.

#### **7.6 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 10m<sup>2</sup> designated waste storage space for materials for recycling, such as paper, glass bottles and jars, cans, cardboard, and plastic bottles*" (p.30). The application makes provisions for two central waste storage areas, one for the club use and the second for the café use.

The existing refuse collection provisions at the RAF museum will remain as per the existing arrangement and will not be altered by the development. No objection is therefore raised to the proposed arrangements.

## **8. 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 report the term “protected characteristic” includes:- age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

In recommending the application for approval, Officers have in considering this application and preparing this report, had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this legislation.

It should also be considered that the decision has taken into account issues arising from the Human Rights Act 1998.

## **9. 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.

For the reasons set out in the previous sections of this report it is concluded that the proposed development would be in accordance with the relevant development plan policies governing the development of car parking. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, APPROVAL subject to conditions is recommended, as set out in the recommendations section at the beginning of this report.

### **RECOMMENDATION: GRANT SUBJECT TO THE FOLLOWING CONDITIONS -**

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.

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

CO-CAP-00-00-DR-C-101 (Rev P01), CO-CAP-00-00-DR-C-004(Rev 04) and the Technical Note (Dec 2017).

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

3. Prior to the use of the site a detailed comprehensive Parking Management Plan which covers all car parking areas related to the Colindale Office development shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed, the details shall include:
  - i. Location, number (in accordance with the previous permission) and layout of car parking spaces
  - ii. Allocation of car parking spaces (staff and visitors)
  - iii. On-site parking controls and charges (if any)
  - iv. Any Blue badge space quantities in accordance with London Plan (2017) guidance

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The Parking Management Plan and the abovementioned provisions shall be implemented in accordance with the approved details before the buildings (LBB Colindale Office) hereby permitted are occupied and maintained thereafter.

**Reason:** To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.8 and 7.2 of the London Plan (2017) and also, to ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

4. Private parking provision for LBB Council Offices shall be used for the purpose of office/Council parking and as a servicing access route into the RAF only, unless otherwise agreed in writing with the Local Planning Authority.

**Reason:** To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.8 and 7.2 of the London Plan (2017).

5. Before the development construction commences a plan showing entry and egress arrangements for pedestrian walkways and standing areas are to be submitted to and approved in writing by the Local Planning Authority. The submission shall include the following:
  - i. Vehicular access details into the site connecting this Car Park and Grahame Park Way showing engineering design enhancements.

- ii. Details of the pedestrian accesses if any into the site from Grahame Park Way. This should include a clearly defined plan of existing and proposed pedestrian networks at the site.
- iii. Servicing uses proposed via this access if any, into the RAF site, including the details of the strategy in relation to delivery and transportation of large items such as aircraft parts, servicing vehicles and refuse/waste vehicles and their impact if any, on the use of the Council 100-space Car Park must be explained.
- iv. Any proposed kerb modifications and areas adjacent the highway and materials should be submitted for approval.
- v. Full swept path analysis showing all movements at the junction including HGV's, Service/Delivery vehicles, Vans, Abnormal Loads Movements through this access (if any) and for vehicles such 11m 2-axle vehicles should be provided.
- vi. Details of any planting including the type of grids used will require highway approval.
- vii. Highway drainage details and proposals for the site and its relation to the Grahame Park Way.
- viii. Accident analysis relating to personal injury should be undertaken within the vicinity in accordance with approved criteria and submitted to the Council for examination and approval.
- ix. Road Safety Audits required for approval by the Council supporting all new highway features proposed, and specifically to ensure that the use of this access will be safe in relation to the existing access at Avion Crescent.
- x. Access details to be submitted showing how the Vehicle Gate operate, CCTV and ANPR and other security measures proposed for the car park must be submitted for approval by the Council.
- xi. Additional details including proposed levels, impact on statutory utility apparatuses and equipment, and Construction methodology and site remediation.

The development shall thereafter be implemented fully in accordance with the approved details and maintained as such for the duration of the use.

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

6. The car park shall not be put into full use until the access and any highways works associated with the development specifically at the junction with Grahame Park Way and Avion Crescent have been available for use, unless alternative means of access

can be provided, which demonstrates safe use by vehicles and pedestrians travelling to and from the car park site to the new Council Offices.

**Reason:** To ensure there is adequate access available to and from the Council Offices for staff to use prior to opening of the Car Park 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.

7. Prior to the occupation or use of the site, details for the car park lighting scheme shall be submitted and approved in writing by the local planning authority. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied.

**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.}

8. 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.

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

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

9. All soakaways must be located so as to discharge away from the railway infrastructure.

**Reason:** To protect the public railway and visual amenity of the local area in accordance with Policy DM01 of Barnet London Borough's Local Plan Development Management Policies DPD (2012).

10. Prior to the use of the site a drainage strategy must be provided detailing the following:

- a. drainage proposal schematic or sketch;
- b. A description of key drainage features within the drainage scheme (e.g. attenuation volumes, types of SuDS practices proposed, flow control devices etc.); and
- c. Information to support any key assumptions (e.g. discharge rate(s), impermeable areas, infiltration rates etc.)

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

11. Prior to the commencement of the development hereby approved, an Arboricultural Report detailing any trees to be retained or to be lost and replacement shall be submitted and approved by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

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

## **INFORMATIVES**

### **NPPF**

1. In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

### **VEHICULAR ACCESS - SECTION 184 OF THE HIGHWAYS ACT (1980)**

2. The applicant must submit an application under Section 184 of the Highways Act (1980) for all the proposed vehicular accesses. 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. To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section –Development and Regulatory Services, London Borough of Barnet, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

#### **CONSTRUCTION ADJACENT TO PUBLIC HIGHWAY**

4. For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

#### **HIGHWAYS REPAIR**

5. The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of construction traffic movements. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works. The applicant is advised that photographic records should be kept of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

#### **RAMP GRADIENT**

6. The gradient for the proposed ramps leading to the underground parking areas should have a gradient not steeper than 1:10 or in accordance with the guidelines in IStructE Design recommendations for multi-storey and underground car parks 3rd Edition.

#### **S38 WORKS**

7. The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a 38 Agreement under the Highways Act 1980.

#### **Background Documents**

None.