

Location **Land At The Rectory Rectory Lane Edgware HA8 7LG**

Reference: **18/2839/FUL** Received: 10th May 2018
Accepted: 18th May 2018

Ward: Edgware Expiry 17th August 2018

Applicant: Casa Bella Developments Ltd -

Proposal: Demolition of existing buildings and redevelopment to provide 52 residential homes (C3 Use Class) within two buildings of 4 storeys with a setback 5th storey interlinked by a single basement, together with associated car parking (basement and surface level), cycle parking, access, utilities, refuse / recyclables storage and landscaping works.

Recommendation: Approve subject to s106

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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)

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. (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 provision within the development of the following affordable housing units -

A commuted payment of £338,541 to contribute to the provision of providing affordable housing within the London Borough of Barnet.

A review mechanism for the proposed development to be implemented after 80% of the units have been sold.

(d) Travel Plans

A requirement that the applicant shall enter into Travel Plans that seek to reduce reliance on the use of the private car, promote sustainable means of transport and include the appointment of an appropriately qualified Travel Plan Champion. The following Travel Plans of this nature shall be entered into:

- A Local Level Residential Travel Plan.

(e) Travel Plan Incentives

The Local Level Residential Travel Plan (required under item (d) above) shall include financial incentives to of a total of £15,600 such that upon the first occupation of each new residential unit, regardless of tenure, the occupier shall be given a voucher to a minimum value of £300 per dwelling. The voucher provided shall allow the occupier to purchase two of the following Travel Plan incentives:

- Subsidised membership of and credit for a Car Club to the value of £150
- Oyster Card to the value of £150.
- A bike voucher to the value of £150

(f) Travel Plan Monitoring

A contribution of £10,000 (index linked) towards the monitoring of the Travel Plans for the development.

(g) On site car parking

That all parking within the basement car park shall be for residents of the development and their visitors only and for no other purpose.

(h) Employment and Training

A commuted payment of £164,438 in lieu of a Local Employment Agreement to deliver employment opportunities for residents in the Borough and to support local initiatives that align to Town Centre Employment, Business and Skills.

(i) Air Quality contribution

A contribution of £5,200 toward the implementation of the Council's Air Quality Action Plan.

(i) Monitoring of the Section 106 Agreement

A contribution of £10,163 (index linked) towards the monitoring and management of the S106 planning obligations

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Service Director – Planning and Building Control or Head of Strategic Planning approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Service Director – Planning and Building Control or Head of Strategic Planning:

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

Location plan Drawing No RTG-HBA-00-XX-DR-A-00-0000
Existing site block plan Drawing No RTG-HBA-00-XX-DR-A-00-0010
Proposed site block plan Drawing No RTG-HBA-00-XX-DR-A-00-0011
Demolition plan Drawing No RTG-HBA-00-XX-DR-A-00-0012
Lower ground GA plan Drawing No RTG-HBA-00-B1-DR-A-20-0100
Ground floor GA plan Drawing No RTG-HBA-00-00-DR-A-20-0100
First floor GA plan Drawing No RTG-HBA-00-01-DR-A-20-0100
Second floor GA plan Drawing No RTG-HBA-00-02-DR-A-20-0100
Third floor GA plan Drawing No RTG-HBA-00-03-DR-A-20-0100
Fourth floor GA plan Drawing No RTG-HBA-00-04-DR-A-20-0100
Roof GA plan Drawing No RTG-HBA-00-05-DR-A-20-0100
GA North elevation Drawing No RTG-HBA-00-XX-DR-A-20-0200
GA East elevation Drawing No RTG-HBA-00-XX-DR-A-20-0201
GA South elevation Drawing No RTG-HBA-00-XX-DR-A-20-0202
GA West elevation Drawing No RTG-HBA-00-XX-DR-A-20-0203
Block A East Elevation Drawing No RTG-HBA-00-XX-DR-A-20-0204
Block B West Elevation Drawing No RTG-HBA-00-XX-DR-A-20-0205
Block A Bay Elevations Drawing No RTG-HBA-00-A-DR-A-20-0210
Block B Bay Elevations Drawing No RTG-HBA-00-B-DR-A-20-0211
Outbuilding Elevations Drawing No RTG-HBA-00-B-DR-A-20-0212
Block B Entrance Bay Study Drawing No RTG-HBA-00-XX-DR-A-20-0220
Typical Elevation Bay Study Drawing No RTG-HBA-00-XX-DR-A-20-0221
Elevation Detailing Drawing No RTG-HBA-00-XX-DR-A-20-0222
GA Section AA Drawing No RTG-HBA-00-XX-DR-A-20-0300
GA Section BB Drawing No RTG-HBA-00-XX-DR-A-20-0301
Context Section AA Drawing No RTG-HBA-00-XX-DR-A-20-0302
Context Section BB Drawing No RTG-HBA-00-XX-DR-A-20-0303

Design & Access Report RTG-HBA-00-XX-RP-A-00-0000
Accommodation Schedule Drawing No RTG-HBA-A-XX-SC-SW-80-0001
Tree retention and removals plan Drawing No BD-0195-SD-005 R00
Illustrative landscape plan Drawing No BD-0195-SD-008 R00
Preliminary planting layout plan Drawing No BD 0195 SD 003 R00
Transport Statement
Daylight and Sunlight Assessment
Construction Method Statement
Arboricultural Report
Air Quality Assessment
Sustainability Statement
Flood Risk Assessment
Ecological Appraisal
Energy Statement Reference 2650 Issue 2
Odour Report Reference J0235/1/F1

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).

- 2 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.

- 3 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

- 4 a) No development, other than demolition, site preparation and investigative works shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to trees, the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

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 safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

- 5 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

b) The landscape plan must provide sufficient soft landscaping to replace trees and shrubs removed for the development and enhance the development in the local landscape.

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

d) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

- 6 No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan CCL 09835 has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in full accordance with the Crown Consultants BS5837 Arboricultural Report, Impact Assessment & Method Statement dated 3 May 2018 ref:- 09835 Tree Protection Plan, CCL 09835 and strictly adhered to throughout all development phases.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

- 7 All tree felling and pruning works shall be carried out in full accordance with the Crown Consultants Tree Removal and Pruning Specification Rectory Grove Edgware HA8 7LE ref 09835 Table 2.1.1 and shown on Tree Removal and Pruning Plan dwg. no. CCL 09835 TRPP and in accordance with British Standard 3998 (Recommendation for Tree Works).

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

- 8 Arboricultural Site Supervision The Arboricultural Method Statement Crown Consultants BS 5837 Arboricultural Report, Impact Assessment & Method Statement dated 3 May 2018 ref:- 09835) and plan (Tree Protection Plan dwg no CCL 09835) submitted in support of the application shall be adhered to in full, subject to the pre-arranged tree protection monitoring and site supervision, detailed in 6. Site inspection 6.1. Inspection Schedule 6.1.2. of the report, by a suitably qualified tree specialist.

Reason: Required to safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained and protected trees pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01.

- 9 Notwithstanding the submitted drawing the existing hedgerow on the northern boundary of the site adjacent to Heronsgate shall be retained other than where it is required to be removed for the provision of the service bay and bin store. Revised details shall be included in the landscape details to be submitted for approval under Condition 5.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

- 10 a) Prior to the occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.
- b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.
- c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2016.

- 11 Within the first year of occupation of the site, the recommendations including opportunities for biodiversity enhancements as set out in the Ecological Appraisal (404.06539.00004 dated July 2018) submitted with this application should be undertaken in the site.

Reason: To ensure that nature conservation interests are not prejudiced by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 12 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with

Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 13 Before the development hereby permitted is first occupied, a play space design including play equipment to be installed in the communal amenity space shown on the drawings hereby approved shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in full accordance with the details as approved under this condition prior to the first occupation and retained as such thereafter.

Reason: To ensure that the development represents high quality design and to accord with Policy CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Residential Design Guidance SPD (adopted April 2013), the Planning Obligations SPD (adopted April 2013) and Policy 3.6 of the London Plan 2015.

- 14 No development other than demolition works and below ground works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings has been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.15 of the London Plan 2011.

- 15 The level of noise emitted from the mechanical services plant 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 2011.

- 16 No development other than demolition works and below ground works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely

noise impacts from the development of the mechanical services plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2011.

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:

- 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;
 - i. details of contractor's compound and car parking arrangements;
- viii. Details of interim car parking management arrangements for the duration of construction;
- ix. Details of a community liaison contact for the duration of all works associated with the development.
- x. A competent Banksman should be employed to monitor and manage vehicle traffic accessing and exiting the site to ensure pedestrian and highway safety.

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.

- 18 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reasons: In the interests of good air quality with regard to London Plan (2011) policies 5.3 and 7.14

- 19 Prior to installation, details of the boilers shall be forwarded to the Local Planning Authority for approval. The boilers shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction(adopted October 2016) and Policy 7.14 of the London Plan (2011) in relation to air quality

- 20 Part 1

- o Before development commences other than for investigative work:
 - a. A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
 - b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

- d. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

- 21 Before the development hereby permitted is occupied the car parking spaces shown on Drawing No. RTG-HBA-00-00-A-20-0100 and RTG-HBA-00-B1-A-20-0100 shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with 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.

- 22 Before the development hereby permitted is occupied disabled parking spaces shall be provided in accordance with the London Plan Parking Standards. Thereafter, the parking spaces shall only be used as agreed and not for any purpose other than parking and turning of vehicles for the disabled use in connection with approved development unless otherwise agreed in the car park management plan.

Reason: To ensure and promote easier access for disabled persons to the approved building 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.

- 23 Prior to occupation of the development hereby permitted commences a Car Parking Management Plan shall be submitted to and agreed in writing by the Local Planning Authority.

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.

- 24 Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include for the provision of 20% active and 20% passive parking spaces with electric vehicle charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and maintained thereafter.

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.

- 25 Before the development hereby permitted is occupied, Cycle parking spaces shall be provided in accordance with the approved plans (Lower Ground Floor RTG-HBA-00-B1-DR-A-20-0100, Ground Floor Plan RTG-HBA-00-00-DR-A-20-0100). That area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 26 Before the permitted development is occupied a 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.

- 27 No works on public highway as a result of the proposed development shall be carried out until detailed design drawings have been submitted and approved by the highway authority and works shall only be carried out in accordance with the approved plans.

The applicant will be expected to enter into with the Highways Authority under Section 278 Agreement of the Highways Act, for works affecting public highway including creation of new accesses and reinstatement of the existing accesses and consequential damage to public highway as a result of the proposed development.

Reason: To ensure that the works on public highway are carried out to the satisfaction of the highway authority 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.

- 28 The premises shall be used for C3 and for no other purpose (including any other purpose in Class C of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

- 29 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which 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 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

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.

- 30 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 31 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouses (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future) and 10% constructed to meet and achieve all the relevant criteria of Part M4(3) of the abovementioned regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 32 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 pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 33 Prior to the first occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

- 34 Before the development hereby permitted is first occupied, the refuse store must be implemented in full accordance with the details submitted with this application including Plans RTG-HBA-00-B-DR-A-20-0212 and RTG-HBA-00-00-DR-A-20-0100 and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 35 The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (Project Ref: 42868/2001, Rev: FINAL, dated May 2018) In particular, it shall be compensatory flood storage shall be provided, as described in section 6.2.

Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. This is in line with paragraphs 102-103 of the NPPF and the Barnet Local Plan Policy DM04: Environmental considerations for development.

- 36 a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 5.13 and 5.14 of the London Plan 2016.

RECOMMENDATION III:

- 1 That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 25/01/19 unless otherwise agreed in writing, the Assistant Director of Development Management and Building Control REFUSE the application under delegated powers for the following reason(s):

The proposed development does not include a formal undertaking to meet requirements of a Travel Plan, and contributions towards affordable housing, employment and training and air quality. The proposal would therefore not address the impacts of the development, contrary to policies DM01, DM02, DM04, DM08, DM10, DM12, DM14 and DM17 of the Barnet Development Management Policies (2012) and Policies CS NPPF, CS1, CS4, CS7 and CS9 of the Local Plan Core Strategy (adopted September 2012), and the Planning Obligations SPD (adopted April 2013).

Informative(s):

- 1 In accordance with paragraphs 38-57 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.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

- 3 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 noninfection 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."
- 4 Notwithstanding the detail in the indicative landscape plan, no permission has been granted by the Council for removal of the boundary hedge along Heronsgate. The applicant should take care working around all Council trees and vegetation in the highway.
- 5 The submitted Construction Method Statement shall include as a minimum details of:
 - Site hoarding
 - Wheel washing. The development should provide on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development,
 - 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.
 - For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.
 - Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
 - For major developments only: provide a copy of an asbestos survey;
 - 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.

 - Compliance with the arboricultural method statement and tree protection plan
 - means of access and security procedures for construction traffic to and from the site

 - Recycling of materials

- the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact.

- 6 Any highway approval as part of the planning process for the alteration or removal of the existing crossovers or provision of new crossovers will be subject to detailed survey by the Crossover Team in Environment, Planning and Regeneration as part of the application for crossover under Highways Act 1980 and would be carried out at the applicant's expense. Please note, reinstatement of redundant crossovers, any relocation of street furniture, lighting column or amendments to parking bays affected by the proposed works would be carried out under a rechargeable works agreement by the Council's term contractor for Highway Works. An estimate for this work could be obtained from London Borough of Barnet, Development Regulatory Service, Traffic and Development, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP.

The applicant is advised that the maximum width of crossover allowed off the public highway is 4.8m wide crossover.

- 7 The footway and the carriageway of the public highway must not be blocked during the development of the proposal. Temporary obstructions during the construction of the development must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the High Road.
- 8 All vehicles associated with the development must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions in accordance with the Council requirements.
- 9 The costs of any associated works to public highway, including reinstatement works, will be borne by the applicants and may require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.
- 10 There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. 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 wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

- 11 The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
- 12 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. Thames Water would expect the developer to demonstrate what measures they 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 wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
- 13 With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.
- 14 Eastern Power Company is the electricity distribution network operator in the area. The company is the owner/occupier of the electricity substation located within 6 metres of the proposed works.

The applicant is advised to provide details of the proposed works and liaise with the Company to ensure that appropriate protective measures and mitigation solutions are agreed in accordance with the Act. Any Party Wall Notice should be served on UK Power Networks at its registered office: UK Power Networks, Newington House, 237 Southwark Bridge Road, London SE1 6NP.

Officer's Assessment

1. Site Description

The site comprises a 0.338 ha area of land located to the rear of Station Road, within the Edgware Major Town Centre.

There is an existing two storey residential dwelling on the site. The property is accessed from a single lane access off Rectory Lane to the south east corner of the site. The site is screened by trees and vegetation along the majority of its boundary. There is an area of informal parking located at the southern part of the site, directly adjacent to the access from rectory Lane. This parking area is used by the Church and Nursery.

The site is bound to the north by Heronsgate which provides a single carriageway vehicular access to residential properties and leading to a cul de sac. These properties are two storey in height.

The site is bound immediately to the east by Portsdown, a service lane serving the rear of properties fronting Station Road. These properties are terrace properties, of three storey in height, generally comprising commercial uses at ground floor and residential use above.

To the south is Rectory Lane, a single carriageway providing access to the rear of properties along Station Road and an existing single storey nursery building. Rectory Lane continues south providing access to other community uses.

To the west are two storey residential properties and gardens.

The site has an excellent Public Transport Accessibility Rating being located within the Edgware major Town Centre. The Edgware underground station is within 150 metres.

The site is not within a conservation area and does not contain any locally or statutorily listed buildings. The closest listed building to the site is the Parish Church of St Margaret (Grade II) located approximately 400m south of the site.

A number of trees along the Northern boundary are protected by Tree Preservation Order.

The Environment Agency's Flood Map shows the site falls partially within Flood Zones 1, 2 and 3.

2. Site History

Not applicable

3. Proposal

The proposed development comprises two buildings of part four, part five storey each in height. The scheme provides a total of 52 units. Block A comprises 24 units. Block B has 28 units. The buildings have been designed in an angular form to direct outlook away from opposing units on the opposite building.

The 52 units are comprised of the following:

1 x Studio

28 x 1 bed, 2 person

10 x 2 bed, 3 person
7 x 2 bed, 4 person
1 x 3 bed, 4 person
5 x 3 bed, 5 person

Car parking has been incorporated in the basement to provide 36 spaces for the 52 units which would be accessed by car lift from Rectory Lane.

The application proposes extensive landscaping for private and communal purposes.

The principal material would be brick utilising a mixture of brick colours with a darker mix of brick at the ground floor and the upper floors in a red, pinkish, grey mix brick. The proposed development would also utilise precast stone concrete detailing in specific areas such as the entrances.

4. Public Consultation

Consultation letters were sent to 550 neighbouring properties.
20 responses have been received, comprising 12 letters of objection and 8 letters of support.

The objections received can be summarised as follows:

- The existing building should not be demolished and should be considered for local listing
- The development will result in a loss of light and outlook to the rear of buildings along Station Road
- The development appears cramped and will provide substandard accommodation.
- There are trees already being removed from the site despite no planning permission having been granted.
- Loss of landscaping
- The height of the building will be 4-5 storeys and will appear too tall and out of scale with development in the area which is 2 to 3 storeys. This development appears to be too large for this site.
- The applicant's assessment of likely traffic generation is flawed. There are likely to be significant traffic impacts. It is not feasible to accommodate the scale of deliveries and traffic along these roads. The area is badly congested already and this development will make this much worse. The proposal will result in construction traffic and ongoing traffic issues as a result of the carlift. The carlift could break down resulting in queues for parking.
- There is a potential safety concern for children and pedestrians particularly as a result of construction traffic and the difficult manoeuvring and visibility for these lanes.
- The proposal lacks reference to social housing provision and clarity on how accessible units will be for wheelchair users.
- This proposal provides too many flats for what is needed. There are still flats available in nearby developments.

The letters of support received can be summarised as follows:

- The development will provide quality new housing which would benefit young families
- The development will provide extensive landscaping and planning and have proposed to retain mature oak trees. This will be an improvement to the area.
- The development is providing on-site parking which will mitigate any traffic impacts
- The development has been designed to be considerate of neighbours

The existing site is not contributing to the community. This development would benefit the community.

-Party wall notice has not been served on a neighbouring site.

Internal consultees:

Environmental Health: Recommend approval with a number of conditions and informatives. Further information has been provided to respond to concerns raised by officers.

Highways: Recommend approval subject to a S106 Agreement and conditions and informatives.

Landscape: The indicative landscaping plan has been revised and amendments made to address comments by the Landscape officer. Conditions have been included as recommended.

Drainage: Information has been requested and provided through the course of the application.

Affordable Housing: Provided input into the Affordable Housing contribution and review mechanism.

External consultees:

London Fire Commissioner: The Commissioner is not satisfied with the proposals because there is insufficient evidence supplied to demonstrate compliance with Approved Document B Volume 2 B5 Access and facilities for the fire service.

Environment Agency: No objections were raised provided a condition is included to ensure compliance with the Flood Risk Assessment. A condition has been included to this effect.

TFL: Objection. Overprovision of parking does not reflect the excellent public transport accessibility rating. The Electric Vehicle charging points does not reflect the new London Plan standard of 20%. Cycle Parking should be enlarged to provide for larger or adapted cycles.

Metropolitan police: No response received.

Thames Water: No objection. Informatives requested regarding water and waste assets.

UK Power Network: Objection as the applicant has not served notices under the Party Wall Act.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

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 24 July 2018. 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 Mayor's London Plan 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 2050. 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 London Plan is currently under review. 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 adopted London Plan

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS3, CS4, CS5, CS9, CS10, CS15.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM10, DM13 DM17.

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

Sustainable Design and Construction SPD (adopted October 2016)

Planning Obligations (April 2013)

Affordable Housing (February 2007 with updates in August 2010)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of development, including planning history;
- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of future residents.
- Whether harm would be caused to the living conditions of neighbouring residents.
- Affordable Housing considerations;
- Highways;
- Trees and Landscape
- Refuse and Recycling
- Sustainability.
- Flood risk and drainage

5.3 Assessment of proposals

- Principle of development, including planning history;

The existing site is located within the Edgware Town Centre designation but is not subject to any other formal designation which would constrain the site or influence development. The site is bounded by trees and surrounded by housing on three sides.

The applicant has provided an assessment of the historic significance of the site and has appraised the historic development of Edgware town centre. Much of the historic development has arisen from the relocation of the underground station towards the east from its earlier location. Having carefully considered the history of the site and through analysis of map progression it has been established that the building currently on site is not the original rectory building. The original rectory was not located on this site; it was located south of the site, and it was demolished to accommodate the expansion of the surrounding housing estates following World War I. The building currently on site is of a restrained Arts & Crafts style property which is likely to have been built in the 1920s. Given that the building is not listed or located in, or adjacent, to a conservation area and that it is not the original rectory building, the principle of demolition is considered to be acceptable.

The site is located in a Town Centre location, as such having regard to Policy DM11, consideration should be given to the potential to provide a mixed use scheme. However, the site is not within a Primary or Secondary Shopping Frontage and there are access constraints associated with the site. Furthermore, the site is in a location characterised by residential development. Therefore it is not considered suitable for non-residential uses.

In accordance with the NPPF, development proposals are required to make effective and sustainable use of land, by re-using land that has been previously developed. It also expresses a need to significantly boost the supply of housing. The proposal will deliver 52 new homes. The provision of new housing is strongly supported by national, regional and local policy. The proposals will help the borough to meet its minimum housing delivery target of 2,349 additional homes per year as set out in the current Local Plan and the higher figure of 3,135 additional homes per year in the draft Local Plan. It is noted that the Government is proposing to introduce a standardised approach to assessing housing need, and this confirms that the housing need in Barnet for 2016 to 2026 is 4,126 new homes per annum. This emphasises the importance of optimising housing delivery and provides support for the redevelopment proposals for this site.

Policy DM07 seeks to prevent the loss of residential accommodation. The proposal will replace and intensify the existing residential use of the site and therefore does not conflict with this policy. The principle of site redevelopment is acceptable and given the back of frontage location, proximity to excellent public transport and context of residential uses surrounding the site on four sides, housing is an acceptable use of the site. The principle of a wholly residential scheme is acceptable in this location.

The scheme has proposed 52 units comprising studios, one bed, two bed and three bed flats. The proposed development offers an acceptable dwelling mix which would avoid a bias towards one bed flats. The density is approximately 150 units per hectare which would be within an appropriate implied density range set out within the current London Plan.

- Whether harm would be caused to the character and appearance of the street scene and the wider locality;

The proposed development involves two separate buildings with an angular appearance and as such, would have an irregular footprint and building envelope. The buildings follow the general pattern within this street of having flatted blocks within open space thereby allowing a sense of spaciousness around buildings. The proposed development reflects and continues that character along this street and therefore builds on the linear pattern along this street. However, the proposed buildings are shaped by the constraints which the applicants and the council identified at earlier discussions including trees and distances to adjoining residential buildings. As a result, both of the buildings have a substantially deeper footprint than their neighbours and would disrupt the building line along Heronsgate. The second and larger building would be much deeper and would run parallel to the terrace in Station Road rather than continue the linear form integral to the street.

The applicant has provided view analysis along the street to inform the appraisal of the scheme and allow for officers to be able to appreciate the scale and form of the proposed development and its relationship with existing development within the immediate surroundings. It is acknowledged that the proposed development does not have significant visibility from Station Road or other surrounding roads. The proposed development retains adequate separation from neighbouring buildings with generous open space around it which is proposed to be landscaped and structured to take into account land level changes.

The angular nature of the building to counteract concerns about amenity and outlook to neighbouring properties provides visual interest to the streetscene and is supported. The material palette has been carefully selected using high quality materials. It is proposed to use brick as the primary material. The indicative materials provided show the use of a multi-tone brick, with precast stone detailing and pigmented precast stone in special areas such as the communal entrances to each building. The ground floor is defined with a darker brick mix in order to provide the building with a plinth at ground level, separating it visually from the floors above. The upper floors are defined by a red and grey brick mix which references many of the surrounding brick tones in the area. The base palette is complimented with additional materials which add interest to the buildings. Oak window frames are proposed and designed to reference the mature oak trees in the site. Bronze colour metal work has been chosen to compliment the oak windows frames and doors. The entrances to both buildings receive a special treatment, through the use of pigmented precast stone which has been selected to compliment the brickwork palette.

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

Local Plan policies require high quality design in all new development that creates attractive places which are welcoming, accessible and inviting. Policy DM01 states that proposals should be design to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers. Policy DM02 identifies standards that development will be expected to meet in relation to floorspace and amenity space.

The 52 units are comprised of the following:

1 x Studio

28 x 1 bed, 2 person

10 x 2 bed, 3 person

7 x 2 bed, 4 person

1 x 3 bed, 4 person

5 x 3 bed, 5 person

All of the 52 units meet the minimum requirements for internal floorspace under the nationally prescribed standard set out in the London Plan.

In addition to floor area, consideration must be given ensure that habitable rooms receive sufficient levels of daylight or sunlight and daylight as well as outlook.

The London Plan Housing Design Guide states that: 'Providing a home with two aspects can have many benefits: better daylight, cross ventilation, a choice of views, access to a quiet side of the building, and greater flexibility in the use of rooms and the potential for future adaptability to re-arrange rooms within the home. Dual aspect design should be the default. A dual aspect dwelling is defined as one with openable windows on two external walls, which may be opposite or adjacent around a corner. One aspect may be towards an external access deck, courtyard, or ventilated atrium. Single aspect flats are difficult to naturally ventilate and more likely to overheat, an increasing concern for homes in London due to anticipated temperature increases from climate change coupled with the urban heat island effect where London is inherently warmer than its surrounding areas. Single aspect flats will only be permitted where the design is shown to allow adequate daylight and ventilation to all habitable rooms.'The proposed scheme has been carefully designed with the guidance above to ensure the majority of units are dual aspect. Where single aspect units are proposed, these are south facing.

The application is supported by a daylight and sunlight assessment to measure and appraise the impact on future occupiers and the surrounding neighbours. Conclusions of the report is that the proposal is acceptable and in accordance with planning policy requirements in relation to daylight and sunlight.

The relationship between the two buildings has been carefully considered to ensure that both buildings have adequate separation between them to offset concerns about overlooking and outlook. The building has been designed with balconies and windows directing outlook in oblique directions from facing balconies and flats to offset concerns about privacy between the buildings. At the closest points between the two buildings, there are separation distances of at least 12 metres and these are not directly facing windows and balconies. This relationship is closer than advocated for in Residential Design Guidance which states that for new residential development there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking. The guidance also states that shorter distances may be acceptable between new build properties where there are material justifications. While the separation distance is less than the minimum usually sought, the development avoids direct views to habitable room windows and balconies. The impacts are internal to the development and future occupiers will have a degree of 'buyer beware' in selecting these units. Furthermore, the landscaping proposed within the central corridor between the two buildings will also provide for screening between the closest facing windows and balconies.

All units have spacious functional balconies and taken together with communal open space at the ground floor level would enjoy a provision in excess of minimum standard. For the flats at the lowest level, the surrounding ground levels would be modified and landscaped to ensure that there is no loss of amenity to the occupiers of these flats. The communal amenity space provided is 954sqm. 130sqm of play space for 0-11 years is also provided.

Environmental Health officers have reviewed the scheme. Officers advised that a noise condition would be necessary as complaints are often received from residents living in close proximity to commercial properties such as those along Station Road. The purpose of the condition would be to ensure that enhanced glazing/ventilation is utilised in the noisiest facades so that the Council's standard noise requirements are met.

Overall, the scheme is considered to provide a suitable level of accommodation for future occupiers in accordance with Residential Design Guidance and the London Plan.

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

Any scheme will be required to address the relevant development plan policies (for example policy DM01 of the Barnet Local Plan and policy 7.6 of the London Plan) in respect of the protection of the amenities of neighbouring occupiers. This will include taking a full account of all neighbouring sites.

One of the Council's key objectives is to improve the quality of life for people living in the Borough and therefore development that results in unacceptable harm to neighbours' amenity is unlikely to be supported. Good neighbourliness is a yardstick against which proposals can be measured.

Any development, particularly in a constrained site should ensure that the amenities of neighbouring occupiers are respected. Policy DM01 of the Development Management Plan Policies states in part that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.

Policy DM01 in Council's Development Management Policies DPD stipulates that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.

The development will be secured with boundary treatments and the indicative landscaping plan shows a high level of landscaping around the buildings. Along the rear of Station Road, the plans show a brick wall with a soft landscaping buffer along the internal boundary. The landscaped buffer has been designed to soften the appearance of the wall as vegetation increases in height behind. It is proposed to retain a number of trees and the existing hedge along the Northern boundary facing Heronsgate. The buildings are set back within the site with high quality landscaping in front.

The Residential Design Guidance SPD states that to mitigate overlooking between residential units, the minimum distance between habitable rooms should be 21 metres and a distance of 10.5 metres should be maintained between a new development and a neighbouring garden.

The design of the building and the site has been carefully considered with respect to neighbouring properties. The angular nature of the building has been designed to help counteract concerns around amenity and outlook. In places, the proposed building does not meet the minimum distances from habitable rooms to neighbouring gardens. This occurs along the eastern boundary with the rear of properties along Station Road. These properties are not served by rear gardens and the building still maintains the recommended distance of over 21 metres between habitable room windows. Overlooking to these properties is not considered to be a concern. Along the west boundary, the building is less than 10 metres to the side flank wall of 33-36 Heronsgate. However there are no windows in the flank elevation of the neighbouring property and the proximity here is to the side garden rather than the rear garden. Furthermore, the indicative landscaping scheme provides for planted boundaries which will help screen the development and protect the neighbouring properties from any overlooking. The development complies in every instance with the guidance for distances from habitable room windows.

The applicant has provided a daylight and sunlight assessment. The report concludes that no neighbouring gardens are at risk of an increase in overshadowing and that there is no discernible impact on daylight and sunlight to neighbouring dwellings. Therefore the scheme meets the BRW recommendations.

Overall, the proposed development is considered to retain adequate separation from neighbouring buildings with generous open space around it which is proposed to be landscaped and structured to take into account land level changes. It is considered that the proposed development would be situated sufficiently distant from neighbouring buildings to prevent a harmful amenity impact to these neighbours.

A construction Management Plan will be conditioned to ensure the impacts of construction activities on neighbouring properties is minimised. The construction hours will also be conditioned.

- Affordable Housing considerations;

London Plan Policy 3.12 requires the maximum reasonable amount of affordable housing to be sought when negotiating on individual residential schemes, having regard to:

- Current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11.
- Affordable housing targets adopted in line with Policy 3.11.
- The need to encourage rather than restrain residential development (Policy 3.3).
- The need to promote mixed and balanced communities (Policy 3.9).
- The size and type of affordable housing needed in particular locations.
- The specific circumstances of individual sites.
- The resources available to fund affordable housing and maximise affordable housing output
- The priority accorded to family housing provision

It identifies that negotiations should take account of a sites individual circumstances, including development viability, the resources available from registered providers, the implications of phased development and other scheme requirements. It also makes it clear that affordable housing should normally be provided on site and off site contributions to affordable housing will only be accepted in exceptional circumstances.

This approach is reflected in Local Plan policy DM10 which requires the maximum reasonable amount of affordable housing to be provided on site, subject to viability, having regard to a borough wide target that 40% of housing provision should be affordable. Local Plan policy CS4 identifies that on sites which are suitable for the provision of an element of affordable housing the Council may exceptionally accept the provision of off-site affordable housing or a commuted payment instead of such provision.

The applicant has agreed to an independent review of the viability information which has been carried out. After ongoing discussions the review has concluded that the scheme is sufficiently viable to make an affordable housing contribution and is able to deliver a financial contribution of £338,541 either as on- site provision or as a commuted sum. This could equate to the provision of 13.46% affordable housing.

The viability report has concluded that a review mechanism would be necessary. Due to the potential for variance in the construction costs between the early information the cost estimate is based on and when the works are undertaken. There is also a possibility that the developer may choose to undertake value engineering exercises after the gaining of

planning permission in order to reduce costs. In addition the potential for 'real growth' in values achieved at the proposed development provides sufficient justification for a review mechanism to be included within the Section 106 agreement.

The applicant has agreed to enter into a Section 106 agreement to secure affordable housing provision, subject to a review mechanism and therefore the proposal is considered to be acceptable or compliant with the objectives of policy DM10.

- Highways;

The Highways team have been consulted on the proposal and have provided comments regarding the provision of parking. No objections have been received but a number of conditions and informatives have been recommended.

Parking provision

A total of 46 parking spaces including 5 disabled parking spaces are being provided in the site. The scheme provides 36 parking spaces including 5 disabled parking spaces at lower ground level for the residents of the 52 units. Two motorcycle spaces are also proposed. Currently, the site is provided with informal car parking within a gravelled area accessed via Rectory Lane. This area is currently utilised by the adjacent church hall. Community parking for the nearby church and nursery buildings has been allowed for on the site, at the South accessed from Rectory Lane. This replaces the existing provision and must be accommodated due to its ownership and use by a third party. 10 parking spaces are being provided at ground level to facilitate St Margaret's Church and the adjacent Fountain Montessori building. These spaces will be accessible via a crossover from Rectory Lane.

The assessment of parking provision for a residential development is based on the Public Transport Accessibility Levels (PTAL) Score. Barnet's Local Plan Development Management Policies approved in September 2012 sets out Parking Standards as follows for the residential use:

For 1 bedroom units	- 1.0 to less than 1 parking space per unit
For 2 bedroom units	- 1.5 to 1.0 parking spaces per unit
For 2 bedroom units	- 1.5 to 1.0 parking spaces per unit

Based on the above parking standards the parking requirement is calculated as follows.

29x1b = a range of (1.0 - 0.0) = 00.00 - 29.0 parking spaces required

17x2b = a range of (1.5 - 1.0) = 17.00 - 25.5 parking spaces required

06x2b = a range of (1.5 - 1.0) = 06.00 - 09.0 parking spaces required

This equates to a range of parking provision of 23 to 63.5 parking spaces to meet the Barnet Local Plan Parking Standards contained in the Development Management Plan Policies approved in September 2012. The maximum parking provision would be more appropriate in an area with a lower Public Transport Accessibility Level (PTAL) for the site.

As the site has PTAL rating of 6a, a parking provision of 36 parking spaces is within the required range of parking provision to accord with the Council's Parking Standards.

Also, taking into consideration the following:

- o The site is located within a town centre location and close to local amenities;

- o The site is a town centre with PTAL Rating of 6a which is considered as an excellent public transport accessibility.
- o The site is located within an All-Day Resident's Control Parking Zone (Zone K) for permit holders only which operates from Mon-Sat 8am-6.30pm and Payment Parking on Rectory Lane next to the site from Mon-Sat 8am-6.30pm. the length of which provides a suitable deterrent to car ownership.

The proposed level of parking provision is therefore acceptable on highway grounds. A Draft Parking Management Plan has been included with the planning submission and will be conditioned accordingly. Electrical Vehicle Charging Points are to be provided in accordance with the London Plan Parking Standards and will be conditioned accordingly.

Cycle parking

76 secure, sheltered cycle parking spaces are being provided within the building for future occupiers, in accordance with the London Plan Cycle Parking Standards. 32 cycle spaces are provided within the basement level accessible via the lift within Block A and 44 cycle spaces are provided at ground floor within Block B. In total, the development provides 80 secure cycle parking spaces owing to the additional provision of 2 'Sheffield' style cycle stands providing 4 visitor spaces incorporated within the site landscaping. Highways consider the long stay cycle parking for residents are all convenient, secure and weatherproof, as such are likely to be used by future users of the development. Highways have recommended the cycle parking is conditioned accordingly to ensure this is implemented prior to occupation of the development.

Vehicle access

The car parking for the development would be provided at basement level which is an appropriate solution which would allow the provision of an optimum amount of both built footprint and the open space. Access to the basement car park is proposed via a car lift system with 2 lifts used in an access / egress arrangement, with one lift generally used for entry and the other for exiting vehicles. Space is provided within the site boundary for vehicles to wait for the lifts away from the highway and to allow good visibility for exiting vehicles. The introduction of a ramp would be limited in respect of the available space to accommodate the necessary gradient and land area and therefore a car lift was identified as the most suitable option. The applicant has provided two lifts to address the concern raised by officers through pre-application discussions that the provision of just one lift may result in lengthy queues for access back on to the public highway while drivers wait to enter.

The provision of two lifts is also required as should one lift stop working the other can ensure vehicles can exit the parking area. The applicant has confirmed that a maintenance agreement will be in place for the car lifts to ensure that the access to the parking area is maintained. The provision of 2 lifts will ensure that at least a single lift is to remain in operation during scheduled maintenance and emergency repairs.

It is proposed that the existing vehicular crossover into the site from Rectory Lane will be extended. This will provide access to both the ground floor church car park as well as two car lifts to the basement floor car park. It is noted that all vehicles waiting to use the car lifts will do so within the site boundary to ensure that there is no adverse impact on public highway from vehicles to access the car lifts.

Pedestrian Access

Pedestrian access is proposed from Heronsgate as well as Rectory Lane, with an access point adjacent to the car lift and clearly signed so that vehicles entering / exiting the church parking or car lift are aware of the presence of pedestrians.

Rectory Lane is a particularly narrow one way road. There are footways available on both sides however the footways are substandard. Given the constraints in widths at this point very little mitigation can be provided. Heronsgate is a more suitable pedestrian access.

Trip Generation

The applicant has provided a Transport Assessment (TA) prepared by Caneparo Associates. The trip generation assessment was undertaken for the AM (08:00-09:00) and PM (17:00-18:00) peak periods on a weekday which reflects the times when any potential impact is likely to be greatest. The consultants have used the industrial standard TRICS database to establish trip generation figures for the proposed 52 residential units. The results indicated that the 52 residential units can be expected to generate in the region of 24 person movements in the AM peak hour and 34 person movements in the PM peak hour. The consultants predicted that the proposed site is expected to generate 7 car trips in the AM peak (one car every 8.5 mins) and 9 in the PM peak (one car every 6.6 mins). Given this low level of vehicular traffic generated on Rectory Lane the development generates no perceivable impact on the performance and safety of the surrounding highway network or its users.

Servicing and Refuse Collection

It is proposed that servicing and deliveries for the development by vehicles up to the size of a 7.5T van will be undertaken off-street within a dedicated loading bay accessible via a new dropped kerb on Heronsgate, any occasional deliveries by vehicles will take place on-street as is the case for the existing adjacent residential properties. It is also proposed that the deliveries may also take place by Light Goods Vehicles from the car park.

It proposed that refuse for the residential units will be stored in a dedicated compound adjacent, and accessible from, the loading bay on Heronsgate.

Highway works

The applicant has indicated that the existing crossover into site from Rectory Lane and the associated footway along the site's southern frontage is to be upgraded. The Applicant has also indicated that a new dropped kerb on Heronsgate is to be provided as an access to the proposed loading bay and has stated that highway works will be secured via a S278 Agreement. The applicant is advised that the maximum width of crossover that can be provided of the public highway is 4.8m.

The applicant is advised that any highway works on public highway if necessary to facilitate the proposal would need to be technically approved by the Highway Authority and carried out at the applicant's expense. Informatives are recommended to detail this.

Travel Plan

A Travel Plan is proposed for the development. To ensure that the objectives of the Travel Plan are met a 'Monitoring Contributions' of £10,000 for the residential development is required under Section 106. In addition, a Travel Plan Coordinator for the travel plan must be appointed.

A contribution of £15,600 towards the Travel Plan Incentives would need to be set aside based on 52 units proposed. Travel Plan Incentives would comprise of a Travel voucher/s per unit up to the value of £300 to be spent on 2 of the following:

- o £150 Oyster card;
- o Subsidised Car club membership to the value of £150 and/or towards car club hire;

- o Bike voucher to the value of £150;

In summary, Highways consider the proposals will not generate a significant negative impact on the performance and safety of the surrounding highway network or its users, as such a recommendation for approval is supported subject to a S106 Agreement and a number of conditions and informatives.

Construction Management

Highways have reviewed the draft Construction Management Plan and advised that the principle of this draft document is suitable. A condition is recommended to require a final Construction Management Plan to be submitted for approval with the Council.

- Trees and Landscape

The applicant has provided an indicative landscaping plan which has been revised through discussions with the Council's Landscape Officer. The proposed scheme retains important trees along the northern boundary consisting of mature oak trees. These are category A and B trees numbered T11, T12, T13 & T14. These trees are protected by the provisional TPO number 1 & 3.

The building is positioned at the outer edge of the root protection for the TPO oak (T13). Ground protection is proposed to allow construction access within the RPA to prevent soil compaction. The landscape consultant has raised concern that this tree is at risk if the protection is compromised and the rooting area harmed. To reduce this risk, the applicant has agreed to a condition regarding on-going site monitoring by the project arboriculturalist to ensure that all provisions are fully retained throughout the building processes.

Along Heronsgate boundary is a mature hedgerow with T13 and T14 growing within. This feature has ecological value for birds and other small animals and should be incorporated into the design. The hedgerow is a Council asset and no permission has been given for removal of this asset. Officers have been in discussions with the applicant around the landscaping along this boundary and it is intended that this hedgerow will be maintained and supplemented with additional planting within the boundary of the site. This detail will be captured in a final landscape plan.

Tree works; T1, T3, T4, T5, T6, T10, T17, T18, T21, T22, T23 and tree groups G12 & G15 will be removed to accommodate this proposal. Tree pruning works to T7, T8 & T9 are detailed in section 7 of the arboricultural report and would not have a long-term impact on visual amenity.

The 23 trees proposed to be removed to accommodate the scale of this development, have been valued as category C, low value except T23 (Cat B). The loss of visual tree amenity will need to be replaced to provide screening of views on and off the site, particularly on the eastern boundary. The landscape officer initially raised concerns with the amount of landscaping proposed to offset the loss of existing planting and soften the building into the landscape. The landscape plan has been revised through the course of the application. In particular, the planting shown along the boundary with Portsdown service road has been improved and the indicative landscape plan shows a selection of acceptable species. The hedgerow will provide long term benefits however it is recommended the brick 2.1 metre wall should be reduced in height so that trees and shrubs can grow above the wall readily. Both the landscape detail and boundary detail has been reserved by condition.

The landscaping plan shows tree planting on podiums in the centre of the site. It will be required that these trees have tree pits to allow for a large root area below the built surfaces. This detail will be required in the final landscape plan to be conditioned.

The indicative landscape plan shows a connection through the site from Rectory Lane to Heronsgate. Through discussion with officers regarding the retention of the boundary landscaping along Heronsgate, changes are proposed to the walkway through the site. It is expected that the final landscaping plan will show the walkway from Rectory Lane to Heronsgate via an access at the refuse enclosure. Previous discussions around connectivity through the site have considered the possibility of a public access however due to its town centre location, it is considered the site may be vulnerable to anti social behaviour or crime and as a result, it is proposed to enclose the site and that routes through become private rather than public rights of way. The applicants design and access statement refers to Secure by Design principles. The site has been securely enclosed with gates at the North and South for residents to access the site. A mix of brick walls, fences, railings and hedging has been used where appropriate to provide a secure line around the site.

The proposal demonstrates potential to provide a high quality landscaping scheme which takes into account both communal and private space over different levels with the ability to provide for children's play space as well.

- Refuse and Recycling

The communal refuse store is adjacent to the loading bay, behind the existing substation in the north-east corner of the site. The refuse store utilises this section of the site which is less desirable or usable owing to its proximity to the substation. The refuse store is proposed with a trellis which can provide future landscape opportunities and provides a more attractive screening of the substation from within the site. The collection point will be adjacent to the refuse store, allowing the bin lorry to be positioned close to the bin store for ease of use and speed of collection.

In terms of allocation, each property has been allocated a minimum of 100 litres of mixed recycling provision plus 70 additional litres for additional bedrooms. Likewise, each property is provided the maximum residential waste provision plus 70 additional litres for additional bedrooms. It is acknowledged that the siting of the bin store would exceed the distance normally required for residents to access refuse storage facilities however this is considered acceptable. Highways have raised no objection with the siting of the refuse stores which have been provided within a close proximity to the highway.

The details of the refuse store have been provided and will be conditioned to ensure the facilities are constructed prior to occupation of the units.

- Sustainability.

The applicant has provided a sustainability appraisal for the scheme.

Water

It is proposed that each new dwelling will achieve a predicted internal water usage of less than 105 litres per person per day in accordance with the requirements of the Barnet Local Plan.

Air Quality

An air quality assessment has been submitted as part of this application. The air quality assessment submitted calculated that the development is not air quality neutral and therefore mitigation measures are required to minimise the air quality impact of the development. The Council's Environmental Health officer reviewed the scheme. The air quality in High St Edgware has been monitored and is known to be poor. Officers consider the development requires off-setting the air quality impact either on or offsite. The applicant has agreed to contribute £100 per unit as funding towards the implementation of the Council's Air Quality Action Plan. This has been accepted and will be included by legal agreement.

Carbon Reduction

The scheme has been designed to incorporate carbon dioxide emission reduction measures of not less than 35%. A condition will be included to ensure compliance with this. The development will also be provided with space for at least 77 cycles in line with London Plan requirements. These spaces will be secure and accessible only to residents with sufficient space to make them easy to use, encouraging cycling in lieu of car journeys.

Ecology

A detailed ecological appraisal has been carried out. No protected or notable plants were recorded on the site; therefore the plant species present do not represent a constraint on the proposed development. St Margaret's Rectory is considered to have moderate roost potential for bats; however the appraisal notes that the building inspection and bat presence surveys did not identify any roosting behaviours. The level of bat activity on the site is considered to be low. The species present are relatively tolerant to indirect light pollution. Some mature trees have been recommended to be retained and this is captured in the landscaping details. The site is not considered to be of high value for invertebrates. The site is also considered unlikely to support a breeding bird assemblage of conservation importance and the impact of habitat loss for birds is likely to be negligible considering the abundance of these habitats in the area around the site. The appraisal has identified a number of ways to enhance biodiversity at the site. In accordance with the recommendations of the appraisal, a condition has been included to require measures to enhance biodiversity to be incorporated into the site.

Contamination

The applicants planning statement includes a summary of the finding of contamination assessments. Having reviewed historical mapping dating back to 1856, it is evident that the site has either been undeveloped, as glebe land or as a residential dwelling. Throughout this period much of the neighbouring uses are or have been sensitive uses. As a result it is not considered that there are any presence of contaminants on site.

A condition has been suggested by Environmental Health officers and accepted by the applicant to require a desktop assessment and potential further investigative works if required.

- Flood Risk and Drainage

Flood risk

The site is located within Flood Zones 1, 2 and 3. New developments should seek to mitigate against the future effects of climate change and so far as possible, reduce water runoff from the site and buildings to alleviate the problems of flooding. It is proposed that surface water from the proposed buildings will be attenuated via the use of a Blue Roof System. Runoff from the car parking and landscaped areas will be attenuated through the use of permeable surfacing and sub base attenuation tanks.

The build will be operated under a Site Waste Management Plan which will identify the key sources of construction waste, and methods of diverting this waste from the landfill.

The Environmental Agency were consulted on this proposal. No objections were raised provided a condition is included to ensure compliance with the Flood Risk Assessment. A condition has been included to this effect.

Drainage

Council's Drainage consultants have reviewed the scheme and assessed the flood risk assessment and surface water management strategy. Over the course of the application, the applicant has provided further information and calculations to respond to comments.

The central area of the site is located within Flood Zone 2, whilst the northeast corner and eastern boundary of the site is located within Flood Zone 3. The applicant has successfully applied the sequential and exemption tests. The applicant proposes the use of blue roofs, permeable paving and attenuation tanks. Such techniques are considered appropriate.

A drainage condition will be imposed requiring final details of the drainage system to be used.

5.4 Response to Public Consultation

Comments were received requesting the existing building be considered for local listing. This request was considered however the building does not have historic significance to justify retaining the building for local listing.

Comments regarding the impact to neighbouring properties, impact on future occupiers and scale of the building have been addressed in the relevant sections above. Comments regarding the landscaping of the site are also addressed in the text above. At the time of making the application, there were no protections on the landscaping on site so the LPA have no control over the removal of the existing vegetation. There are now several tree protections in place for the mature Oak trees.

Highways have reviewed the traffic impacts including parking provision and the use of the carlifts. Conditions will be imposed to require a management plan for the carlifts but the provision of two car lifts is acceptable to address potential issues with future breakdowns. A delivery and servicing plan will be required by condition to determine final details but the proposal is considered to be able to provide for this adequately without harming pedestrian and highways safety.

The scheme provides for a contribution to affordable housing and wheelchair units will be provided within the scheme.

In response to concerns raised by TFL, conditions have been included requiring a servicing plan to be submitted and electric vehicle charging points to meet the 20% requirement. The level of parking is considered acceptable by the LPA.

The matters raised by the London Fire Commissioner are not relevant to the planning permission and will be addressed at the point of building control.

The UK Power Network have objected on the grounds that party wall notice is required to be served on the substation. It is suggested an informative will be included to the permission to inform the applicant of the requirement to serve party wall notice.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval, subject to conditions and a legal agreement.



