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| <p style="text-align: center;"><u>MEETING</u></p> <p style="text-align: center;">PLANNING COMMITTEE</p> |
| <p style="text-align: center;"><u>DATE AND TIME</u></p> <p style="text-align: center;">MONDAY 8TH APRIL, 2019</p> <p style="text-align: center;">AT 7.00 PM</p> |
| <p style="text-align: center;"><u>VENUE</u></p> <p style="text-align: center;">HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG</p> |

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

| Item No | Title of Report | Pages |
|---------|--------------------------|--------|
| 1. | ADDENDUM (IF APPLICABLE) | 3 - 10 |

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ADDENDUM TO SERVICE DIRECTOR OF DEVELOPMENT MANAGEMENT AND BUILDING CONTROL'S REPORT

18/6354/FUL - 6 Neeld Crescent, London, NW4 3RR1.

Pages 11-38

It is brought to the attention of Members that following the publication of the committee report, an additional representation has been received, setting out the following grounds of objection:

1. The report does not fully address the objections to the loss of a large detached family home to build 4 units nor the effect of another block of flats on the amenities of existing residents on Neeld Crescent. The loss of priority housing stock is contrary to Policy DM08 of the Council's Adopted Development Management Policies DPD (2012), Policies CS1 and CS5 of the Council's Adopted Core Strategy (2012).
2. There is also no attempt to soft landscape the front curtilage due to the car park spaces needed. This gives a hard urban outlook to the build. This new build proposal is stretched out to north and south boundaries and its bulk and mass occlude the spaces between buildings and adds to this concrete effect.
3. The number of units is planned for 14 occupants compared to a family home of 6 or 7 members. This intensification of use is already apparent in other houses along Neeld Crescent and this has ruined the character of this residential street. In principle flatted developments have been allowed BUT we are urging the committee members to stem the flood of multiple units with small bedrooms being built in Neeld crescent and other minor lateral roads off Station Road.
4. A more sympathetic approach to development in Neeld crescent is long overdue. Just because 20% of homes have been converted to flats does not make this proposal any more agreeable or right. The other way to look at it is that dwellings in Neeld crescent have doubled from 49 to 102 in the last few years! That is a density that is horrifyingly excessive. If carried out at this rate, very soon there will be no single-family dwellings in Neeld Crescent.
5. The issue of car ownership is also compounding the problems on Neeld Crescent. Many flat occupiers own cars despite the availability of public transport. Some only use their cars on weekends and the pressure for on-street parking has not been ascertained by a parking survey for a new build.
6. Barnet's response to Draft London Plan 2018 has acknowledged: the possible impact of overspill parking from new development must be considered. Continued car use in the lower density suburbs of Outer London remains a reality, irrespective of public transport service and reliability improvements.

7. The environmental officer has reported poor air quality on all sides of the property due to the proximity to major roads. No condition has been made to ensure that the building will be 'clean' for future multiple occupiers – to follow building regulations that require mechanical ventilation. Adding more dwellings and cars to the site increase pollution to the area. New housing should be focused on large regenerated areas rather than on a suburban street that is being strangled by excessive development.
8. A direct harm to neighbours is the increased overlooking from windows facing neighbours' rear habitable rooms.
9. The introduction of 4 units will lead to more instances of overlooking from more occupants into rear habitable rooms especially from the rear rooms at roof level of No 6 which are higher than neighbours' rooms on ground and first floor levels. Neighbours affected are those in Station Road and Audley Road.
10. The rear garden will be subject to more activity from 14 occupants and their visitors.
11. Although not a planning issue, there has been misuse of the rear garden over the last few years and we cannot be sure that this proposal will stop further misuse. It was only last year that the rear garden was properly used as a rear garden and not as a builders' yard. There is presently a high level of use from a family with young children; the number of visitors is also high to this property. With 4 households, we can expect a quadrupling of use for the private and communal gardens.
12. Currently there is misuse with part of the garden used for parking at a separately fenced off southern area. ENF/1833/18 investigation since November 2018.
13. The approval for flats development in 2008 (H/02574/08) is for an entirely different scheme for 9 flats with basement car parking for 11 cars and a landscaped front garden in a land area double the size of this proposal (two house plots). This was also granted 10 years ago before other conversions and new builds have since been implemented. It cannot be compared as like for like. No detailed analysis of the different schemes has been done for the report.
14. This proposal will be more suited in a road that has smaller flats as its predominant form of residences.
15. As a new build it did not provide a SuDS (Sustainable Urban Drainage system) report nor a sustainability checklist.
16. Residents would like to see a reduction of multiple flats on a plot and occupants' cars reversing onto pavements in a road with both heavy vehicular and foot traffic.

18/6409/RMA - Land In The Vicinity of Claremont Way, Brent Cross Cricklewood Regeneration Area

Pages 39-132

Note: All page references below are to the Agenda's Report Pack Page Numbers.

1. Changes to Conditions in Appendix 1 (Page 113)

Condition 1 (Approved plans)

Amended as follows:

Architectural drawings:

~~2116-A-P-001~~ BXS-PLAN-PLAP-04-A-P01 REV P01.1

2116-A-P-002

2116-A-L-099 Rev P01

2116-A-L-100 Rev P01

2116-A-L-101 Rev P01

2116-A-L-102 Rev P01

2116-A-L-103 Rev P00

2116-A-L-105 Rev P01

~~2116-A-L-106 Rev P01~~ 2116-DR-L-106 Rev P01

~~2116-A-L-107 Rev P01~~ 2116-DR-L-107 Rev P01

~~2116-A-L-108 Rev P01~~ 2116-DR-L-108 Rev P01

~~2116-A-L-109~~ 2116-DR-L-109 Rev P01

~~2116-A-L-110~~ 2116-DR-L-110 Rev P01

~~2116-A-L-111~~ 2116-DR-L-111 Rev P01

~~2116-A-L-112~~ 2116-L-112 Rev P01

~~2116-A-L-113~~ 2116-DR-L-113 Rev P01

2116-A-L-200

2116-A-L-201

2116-A-L-202

2116-A-L-203

2116-A-L-204

2116-A-L-205

2116-A-L-206 Rev P01

2116-A-L-207 Rev P01

~~2116-A-L-208~~

~~2116-A-L-209~~

~~2116-A-L-210~~

~~2116-A-L-211~~

~~2116-A-L-212~~

~~2116-A-L-213~~

2116-A-L-300

2116-A-L-301

2116-A-L-400

2116-A-L-401

2116-A-L-402

Location Plan

Site Plan

Basement Floor Plan

Ground Floor Plan

First Floor Plan

Second Floor Plan

Third Floor Plan

Typical Floor Plan (Fourth and Fifth Floor)

Sixth Floor Plan

Seventh Floor Plan

Eighth Floor Plan

Ninth Floor Plan

Tenth Floor Plan

Eleventh Floor Plan

Twelfth Floor Plan

Roof Plan

North Block B Elevation

East Elevation

South Block B Elevation

North Block A Elevation

South Block A Elevation

West Elevation

Internal Courtyard West Elevation

Internal Courtyard East Elevation

~~North Block B Elevation (Colour)~~

~~East Elevation (Colour)~~

~~South Block B Elevation (Colour)~~

~~North Block A Elevation (Colour)~~

~~South Block A Elevation (Colour)~~

~~West Elevation (Colour)~~

Section AA

Section BB

Bay Study Block A

Bay Study Block B

Bay Study Block A (Duplex)

Landscape drawings:

TOWN621.01(08)3101 R04

~~_P_01_100 PL01~~ Rev PL02

~~_S_01_100 PL01~~

~~_P_RF_100 PL01~~

~~_S_RF_100 PL01~~

Plot 11 Surface Finishes Plan

Courtyard Garden Landscape

General Arrangement

Courtyard Garden Sections

Roof Terraces Landscape

General Arrangement

Roof Terrace Sections

Condition 3 (Use Restrictions)

Amended as follows:

"The ground floor units identified as Retail may be used either as ~~retail~~ Shops (Use Class A1) or as a ~~Restaurant or Cafe~~ (Use Class A3) ~~or as specified in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Use Class in any statutory instrument revoking and reenacting that Order with or without modification).~~"

Condition 4 (Hours of Opening)

Amended as follows:

"The ground floor units identified as Retail, if used for Use Class A3 purposes, (as defined by the Town & Country Planning (Use Classes) Order 1987 (as amended), ~~by the Town & Country Planning (Use Classes) (Amendment) Order 2005),~~ shall not be open for use by visiting members of the public outside the hours of ~~7:30am – 12:00pm~~ 07:30 – 24:00 unless otherwise agreed in writing by the Local Planning Authority."

Condition 9 (Landscaping details)

Condition amended to read as follows:

"Notwithstanding the submitted plans, construction of the Play features, Seating, and other furniture including fencing and bins hereby permitted shall not proceed unless and until full details and specifications in accordance with the principles within the Landscape Design Report Plot 11, prepared by Andy Sturgeon Design (October 2018) have been submitted to and approved in writing by the local Planning Authority and shall thereafter be delivered in accordance with the approved details."

Condition 10 (Transport – Long-Stay Cycle Parking facilities A1/A3)

Condition amended to read as follows:

"Notwithstanding the submitted plans, the ground floor units identified as Retail hereby approved shall not ~~be occupied~~ proceed above ground floor damp proof course level unless and until details of the location and layout of a secure cycle store for staff of the A1/A3 retail units, including the provision of basic changing and shower facilities, are submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the details thereby approved."

NEW CONDITION

Condition 8 to be added as follows:

"The dedicated cycle lift providing access between the cycle parking at the basement level and the ground floor shown on drawings 2116-A-L-099 Rev P01 and 2116-A-L-100 Rev P01 shall be built to a minimum dimension of 1.2 metres by 2.3 metres, with a minimum door opening of 1 meter, and any additional door required to the cycle parking area should be automated - push button or pressure pad operated in accordance with accessibility guidance of TfL's London Cycling Design Standards (LCDS).

Reason: To accommodate all types of cycles in accordance with cycle parking accessibility guidance of Transport for London's London Cycling Design Standards (LCDS)."

2. Corrections to the report

Page 45 (Chapter 3.3 Associated Applications Relating to Phase 1 South -Final Paragraph)

Appraisal and discussions relating to Claremont Road retention NMA application, have been taking place in parallel with the progress of this reserved matters application for Plot 11. This application ~~will~~has ~~been determined~~ approved on 5 May 2019.~~prior to consideration of this application by Committee~~

Page 52 (Chapter 5.3 Public Consultations and Views Expressed):

Adjoining occupiers

Following registration of the application ~~489-1,450~~ neighbouring local addresses were consulted by letter for 28 days with the consultation period expiring on 4/12/2018 ~~30/11/2017~~. The application was advertised in the local press on ~~9th November 2017~~ 8th November 2018 and ~~4~~ 5 site notices were put up on site also on ~~9th~~ 6th November.

The consultation letters and site notices included details of three concurrent applications in relation to Phase 1 South of the development as follows:

- Reserved Matters for Plot 13 (18/6337/RMA);*
- Reserved Matters for Plot 11 RMA (18/6409/RMA); and*
- Drop-in planning application for Highways and Public Realm (18/6645/FUL)*

No objections were received to the proposals for Plot 11. One letter of objection was received in response to this consultation. The letter made comments on the wider highway networks relating to existing junctions and highway capacity in the area. These are addressed in the committee report for the 18/6645/FUL Highways drop-in application which confirm overall traffic impacts of the BXC development were assessed at the outline stage with further traffic modelling carried out as part of Phase 1 Transport Report, and that the development will also deliver a new railway station and other improvements to public transport. No comments or objections were made in relation to Plot 11 proposals.

Page 53 (Consultation Responses from Statutory Consultees and Other Bodies):

Officer comment:

A Drainage Statement covering Plot 11, 13 and the highways works has been submitted with the application. This includes a detailed drainage statement for Plot ~~13~~ 11. [...].

Page 68 (Residential Unit Mix)

Table amended to read as follows:

Residential Unit mix

Condition 1.14 States that the principles and parameters for the private housing mix shall

be as referred to in paragraph 2.23 of the RDSF. These requirements and the proposed provision for Plot 11 are indicated below:

| Unit size | Target mix (site-wide) required in section 2.23 RDSF (%) | Proposed mix Plot 11 (units) | Proposed mix Plot 11 (%) |
|---------------------|--|------------------------------------|--------------------------------|
| 1 Bed Flat / Studio | 35% | 126 | 36% |
| 2 Bed Flat | 47% | 192 | 54% |
| 3 /4 Bed Flat | 18% | 34 | 10% |
| TOTAL | 100% | 352 | 100% |

Page 73 (Balconies):

Projecting balconies were omitted on the northern elevations, and western elevation due to proximity to Plot ~~13~~ 12, to reduce the negative impact on the light quality on the balconies below.

Page 97 (Chapter 6.12 Housing Space Standards):

Table 3.3 amended as follows:

| | <i>Dwelling Type (bedroom/persons-bed spaces)</i> | <i>Minimum Gross Internal Area (GIA) (m2)</i> |
|-------|---|--|
| | <u>1 bedroom 1 person</u> | <u>39 (or 37 where dwelling has a shower room instead of bathroom)</u> |
| | 1 bedroom 2 person | 50 |
| Flats | 2 bedroom 3 person | 61 |
| | 2 bedroom 4 person | 70 |
| | <u>3 bedroom 4 person</u> | <u>74</u> |
| | 3 bedroom 5 person | 86 |
| | 3 bedroom 5 person (2 storey) | 93 |
| | 3 bedroom 6 person | 95 |
| | 4 bedroom 7 person | 108 |

Text amended as follows:

Applicant provided updated plans and accommodation schedule. The ~~ten~~ nine 3B6P have been corrected to be 3B5P, as such their unit sizing of 90m2 is in keeping with the above minimum space standards. The tenth 3B6P sits on the eight floor and has been converted into a 2B4P to ensure compliance with the private amenity provision whilst complying with minimum space standards.

Page 98 (Chapter 6.13 Access and Inclusivity):

Cycle parking is located at the basement level and is designed to accommodate 630 spaces. A dedicated cycle lift has been provided to assist access. Following submission, an amendment to the GF and Basement plan was made to ensure accessible dimensions of the cycle lift according to accessible guidance.

19/0444/RMA– Colindale Gardens (formerly Peel Centre), Aerodrome Road, NW9 5JE

Pages 133-161

Amend description of development to read:

'Resubmission for the approval of Reserved Matters relating to Phases 2D, 2E, 2F and 2GA and 2GB of Development Stage 2 of the Colindale Gardens development (former Peel Centre); seeking approval for details relating to Layout, Scale, Appearance and Landscaping. Submission is pursuant to outline planning permission reference H/04753/14 dated 23/12/2015 as amended by S73 Application 16/7836/S73 dated 05/05/17, involving the erection of 1,220 units in the form of 82 x studio, 343 x 1 bedroom, 658 x 2 bedroom, 137 x 3 bedroom units together with the provision of 6,881.4 sqm of non-residential floorspace containing a mix of A1, A2, A3, A4, C3, D1 (including new Health Centre and Nursery) and D2 uses'

Page 146 Paragraph 3.1, amend first paragraph to read:

Resubmission for the approval of Reserved Matters relating to Phases 2D, 2E, 2F and 2GA and 2GB of Development Stage 2 of the Colindale Gardens development (former Peel Centre); seeking approval for details relating to Layout, Scale, Appearance and Landscaping. Submission is pursuant to outline planning permission reference H/04753/14 dated 23/12/2015 as amended by S73 Application 16/7836/S73 dated 05/05/17, involving the erection of 1,220 units in the form of 82 x studio, 343 x 1 bedroom, 658 x 2 bedroom, 137 x 3 bedroom units together with the provision of 6,881.4 sqm of non-residential floorspace containing a mix of A1, A2, A3, A4, C3, D1 (including new Health Centre and Nursery) and D2 uses.

18/7241/FUL – 5-12 Bookbinders Cottages, Bawtry Road

Pages 175-205

This application has been withdrawn from the agenda.

This is because it was erroneously placed on the planning committee agenda and will now be decided by the Chipping Barnet Area Planning Committee agenda next week. The agent and speakers have been informed.

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