

<u>MEETING</u> STRATEGIC PLANNING COMMITTEE
<u>DATE AND TIME</u> WEDNESDAY 9TH DECEMBER, 2020 AT 7.00 PM
<u>VENUE</u>

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 - 6

StrategicPlanning.Committee@barnet.gov.uk

Please note that this will be held as a virtual meeting. An audio and video live stream of the meeting can be accessed using the link below

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PLANNING COMMITTEE

09 December 2020

AGENDA ITEM 5

ADDENDUM TO SERVICE DIRECTOR OF PLANNING AND BUILDING CONTROL'S REPORT

AGENDA ITEM 6

Application: 20/3098/FUL

LITTLE STRAND, BARNET, LONDON, NW9

Minor amendment to the description of the proposal, the total number of garages to be demolished is 46, not 48. Therefore, the description should now read:

Demolition of 8no existing bungalows and 46 garages and erection of 35 new affordable homes (C3) across four buildings ranging from 2 to 4 storeys with associated landscaping, parking and ancillary works.

Since the publication of the report and discussions with the Council's legal team, there are minor amendments to the wording of Recommendation 1 and obligations 'e' and 'f' along with changes to the headings for 'h' and 'i'.

There are also minor amendments to the wording of Conditions 8, 22 and 28.

These should now read as follows:

RECOMMENDATION 1:

A unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary be completed for the purposes of securing the following obligations, subject to any changes as considered necessary by the Service Director or Head of Development Management:

e) Section 278 Highway Works

All necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development in agreement with the Local Highways Authority, including any works required to the public highway identified pursuant to the survey under condition 27.

f) Section 247 Highway Works

Where applicable, not to commence any part of the development obstructing any existing public highway until such public highway has been formally stopped up and to commence the procedure for such stopping up, at its own costs, as soon as possible and prior to commencement of the development.

h) Control Parking Zone (CPZ) Contribution

i) CPZ restriction and Traffic Management Order Contribution

CONDITIONS:

8. Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) until details (necessary details specified in brackets) of the following features and elements of the works have been submitted to the Local Planning Authority and approved in writing:

- Brick bonding (annotated plans at a scale of not less than 1:50).
- External windows and doors (annotated plans at a scale of not less than 1:50).
- Balconies including the balustrading to balconies (annotated plans at a scale of not less than 1:50).
- External gates and external doors and their canopies (annotated plans at a scale of not less than 1:50).
- Brick detailing including arches, recessed panels, blind windows, brick aprons and window heads (annotated plans at a scale of not less than 1:50).
- Rainwater goods (annotated plans at a scale of not less than 1:50).
- MVHR (Mechanical Ventilation with Heat Recovery) and other external air extraction, intake and ventilation points (annotated plans at a scale of not less than 1:50).
- Gates and bollards at the site vehicular access points (annotated plans at a scale of not less than 1:50).

The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the development is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

22. Prior to first occupation, details of cycle parking including the type of stands, gaps between stands, location and type of cycle store proposed shall be submitted to and approved in writing by the Local Authority. Thereafter, before the development hereby permitted is occupied, 62 (long stay) and 4 short stay cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards 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.

28. Prior to commencement of the development, a plan of the agreed areas of public highway crossing the site to be stopped-up shall be submitted to and approved in writing 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.

Item No.

20/1610/FUL

231 Colney Hatch Lane London N11 3DG

Since the publication of the committee report, an updated Fire Strategy, Rev.1.1 (dated 01/12/20) has been submitted. This document should be considered as part of the approved documents listed under condition 1 of the committee report.

Condition 40 is amended to remove reference to Lidl as the retail occupier is not yet confirmed. Condition 40 now reads as follows (change highlight in italics and underlined):

40. The new food store must be built out in accordance with the details of the planning permission and at no time shall there be any subdivision of the unit.

The maximum quantum of Class E retail floorspace for the new Food Store must not exceed 1,940 sqm GIA (or a net sales area of 1,220 sqm). Within the store, control over the proportions of net sales area devoted to the sale of convenience shall be 976 sqm net and 244 sqm net for comparison goods.

Reason: In order to protect the vitality and viability of existing town centres within the identified assessment area.

In terms of the proposed unit mix, concerns have been raised that the proposed development does not provide sufficient quantum of homes of the highest priority, i.e 3+ bedroom units. Barnet policy DM08 seeks to developments to provide a mix of dwelling types and sizes in order to provide choice and identifies dwelling size priorities.

It should be noted that this is an aspirational Borough wide policy and should be applied flexibly. Within the policy preamble, there is recognition that financial viability is a factor and whilst the aspiration is for family-sized homes at intermediate level, products such as shared ownership / low-cost home ownership may be unaffordable. Therefore, smaller 1- and 2-bedroom intermediate tenure homes will also be supported. Affordability is also an important factor for market level housing, with one and two bedrooms being a more affordable option for allowing younger, first-time buyers and young couples to get on the housing ladder in areas that may not have otherwise been possible.

It is important to recognise, that this is a vacant brownfield site, where optimisation of the site is strongly supported at local and strategic levels. The nature / constraints of the site, as well as the requirement for parking provision have influenced the form and scale of the development proposed.

Development viability is also a factor in this application. As set out in the report, the Council's independent viability consultant, found that the proposed development is financially unviable in planning terms with the proposed unit mix and tenure split. Notwithstanding this position, the applicant has still sought to provide 35% provision of affordable housing (AH). Amendments to the AH mix have been secured during the application process to increase the 3B5P units at the request of the Council's Affordable Housing Officer. The applicant has confirmed that the provision of further larger units would only serve to exacerbate the existing viability deficit. On the balance, of delivering an optimised development on an existing vacant brownfield site, the delivery of the maximum amount of affordable housing was considered a key element of the application.

In addressing concerns about the GP provision and capacity, the applicant, as part of the EIA screening process, undertook an assessment of GP health care provision within a 1.6km radius of the site. There were four GPs and six dentists identified within this radius. It was identified that all of the GP surgeries were accepting new patients. In addition, the CIL money gathered from the proposed development can be allocated for use for health and social care facilities.