

<p><b><u>Meeting</u></b></p> <p><b>Planning Committee B</b></p>
<p><b><u>Date and time</u></b></p> <p><b>Wednesday 21st June, 2023</b></p> <p><b>At 7.00 pm</b></p>
<p><b><u>Venue</u></b></p> <p><b>Hendon Town Hall, The Burroughs, London NW4 4BQ</b></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
5	Addendum (if applicable)	3 - 6

planning.committees@barnet.gov.uk  
tracy.scollin@barnet.gov.uk

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Pages: 11-24

Item: 6

Reference: 22/5352/FUL

Address: Rear of 32 Finchley Lane, NW4 1DL

Further information has been received from the agent concerning the amount of activity associated with the use as follows:

- Misaskim serves the local community to ensure speedy burials, as is required by the religious law. As such, the premises are only used on very rare occasions for storing a corpse awaiting burial. The concept of 'shemira', i.e. storing a corpse in a dignified manner under supervision, only occurs when a burial is unexpectedly delayed.
- The fact is that a mistake was made by the charity on one occasion when they were beginning to use this site, in that they did not carry in a body as discreetly as it should have been done and this upset the neighbours. The applicants have carried out extensive steps to ensure that this situation never repeats itself, and these are laid out within the activities plan attached.
- In practice, there are very few vehicle movements, probably not more than 2 to 4 times a week. For each of these the vehicle only attends for a few minutes and departs immediately. The volume of activity is sufficiently low that it should not be an issue. The access via the garage doors is due to be improved with the installation of a crossover which we understand will be installed shortly.
- The conclusion that “The use of the outbuilding as a separate unit, **by reason of its discordant function and distribution of activity and associated noise and disturbance**, would result in an **incongruous and unsympathetic development** that would fail to respect the established pattern of development, to the detriment of the character of the application site and surrounding area..” gives an incorrect impression on the scale of the use.
- With regard to the objection of a loss of garden space to the host dwelling, the building is in use as a seven bed HMO with a large communal lounge/kitchen space at ground level and tenants do not use the garden. In any case the remaining space is over 60sqm. On the measurement of 5sqm per tenant only 35sqm would be required.

Pages: 25-34

Item: 7

Reference: 22/3574/FUL

Address: 24 Babington Road, NW4 4DL

For clarification, this item was called before the committee by Cllr Alex Prager for the following reason: ‘If officers are minded to approve this application I would like to call it in. I am also requesting to speak at committee if this application progresses to Planning Cttee. This is on the grounds of a loss of a single-family home, which is contrary to Local Plan DM01 and particularly DM08.’

Cllr Prager has subsequently commented as follows:-

“ I am unfortunately unable to attend the committee meeting on Wednesday to speak on behalf of my residents, to present the reasons that I called in application 22/3574/FUL.

Hendon ward has the highest number of HMOs in Barnet, and the housing stock is being depleted at an alarming rate. As a single family dwelling, it would be a great loss to the area for this property to be converted into an HMO – especially considering the hundreds of university halls that LBB are developing practically on the doorstep of this property. This application is contrary to Local Plan DM01 and particularly DM08.”

Amend the description of the development to add the word ‘retrospective’ and to read as follows:

- Change of use of the property from a single family dwelling (Class C3) to a House in Multiple Occupation (HMO) (Class C4) for 5 people (retrospective).

Omit Condition 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.

Replace the numbering of Conditions 3,4,5 to 2,3,4 respectively.

Amend the condition 4 to read as follows:

- 3
- a) Within 3 months of this decision notice, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority.
  - b) The development shall be implemented within three months of the approval of the details as approved under this condition and permanently maintained 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); CS14 of the Adopted Barnet Core Strategy DPD (2012); and Policies D6 and SI7 of the London Plan 2021.

Amend the condition 5 to read as follows:

- 4
- a) Within 3 months of this decision notice, details of 5 cycle parking spaces including the type of stands, gaps between stands, location and type of cycle store facilities shall be submitted to and approved in writing by the Local Planning Authority.
  - b) The development shall be implemented within three months of the approval of the details as approved under this condition in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards, in the interests of promoting cycling as a mode of transport and to safeguard the visual amenities of the building and surrounding area, in accordance with Policy T5 and Table 10.2 of The London Plan (2021), Barnet's Local Plan Policies CS NPPF, CS1 and CS9 of Core Strategy (Adopted) September 2012, and Policies DM01 and DM17 of Development Management Policies (Adopted) September 2012.

Amend RECOMMENDATION I – financial contribution to be £2,392.01

Amend RECOMMENDATION III to read as follows:

‘That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 29 September 2023, unless otherwise agreed in writing, the Service Director for Planning and Building Control REFUSE the application under delegated powers for the following reason(s):

The proposed development does not include a formal undertaking to enable an amendment to the Traffic Regulation Order and contribution towards the associated monitoring costs to mitigate the on-street parking impact in the vicinity of the site, leading to increased kerbside parking and conditions detrimental to the free flow of traffic and highway and pedestrian safety, being contrary to Policies CS9 and CS15 of the Local Plan: Core Strategy (2012), Policy DM17 of the Local Plan: Development Management Policies (2012) and the Planning Obligations SPD (adopted April 2013)’

**Pages: 35-52**

**Item: 8**

**Reference: 23/0342/FUL**

**Address: Block 25-28 Buckingham Court Watford Way London NW4 4TD**

Since the time of publication of the initial 7 objections lodged, 4 have now been rescinded (including the registered speaker) at the request of the relating objectors due to the amended scheme, resulting in a total of only 3 objections to the scheme.

Whilst the nature of the objections remaining are still as set out in the report, Officers consider this to be a clear recognition of the similarities between the extant appeal scheme and the current application, such that the proposal does not result in any additional harm to neighbouring amenities.

**Pages: 63-74**

**Item: 10**

**Reference: 23/0757/FUL**

**Address: Former Golders Green Delivery Office, 2A St Georges Road, NW11 0LR**

Amend RECOMMENDATION I – financial contribution to be £2,392.01

**Additional conditions:**

Condition 7:

*“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 30% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2013 Building Regulations. The development shall be maintained as such 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).”*

Condition 8:

*“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/>*

Reason: In the interest of good air quality in accordance with Policy DM04 of the Barnet Local Plan Development Management Policies (2012) and Policy SI1 of the London Plan 2021.”

Condition 9:

*“a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:*

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

*For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.*

*b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.*

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.”