

<p style="text-align: center;"><u>MEETING</u></p> <p style="text-align: center;">STRATEGIC PLANNING COMMITTEE</p>
<p style="text-align: center;"><u>DATE AND TIME</u></p> <p style="text-align: center;">MONDAY 2ND NOVEMBER, 2020</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;">VIRTUAL MEETING: https://bit.ly/3ohcxzn</p>

TO: MEMBERS OF STRATEGIC PLANNING COMMITTEE (Quorum 3)

Chairman: Councillor Shimon Ryde BSc (Hons)
Vice Chairman: Councillor Melvin Cohen LLB

Councillor Golnar Bokaei	Councillor Jess Brayne	Councillor Claire Farrier
Councillor Eva Greenspan	Councillor Nagus Narenthira	Councillor Tim Roberts
Councillor Julian Teare	Councillor Mark Shooter	Councillor Stephen Sowerby
Councillor Laurie Williams		

Substitute Members

Councillor Alison Cornelius	Councillor Anne Hutton	Councillor John Marshall
Councillor Reema Patel	Councillor Helene Richman	Councillor Gabriel Rozenberg
Councillor Gill Sargeant	Councillor Daniel Thomas	Councillor Sarah Wardle

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Service contact: mainplanning.committee@barnet.gov.uk

Media Relations Contact: Tristan Garrick 020 8359 2454

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last meeting	To Follow
2.	Absence of Members	
3.	Disclosure of Members Pecuniary and Other Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Addendum (if applicable)	
6.	Whalebones Wood Street Barnet EN5 4BZ	5 - 6
7.	Land at Basing Way, Moat Crescent and Amberden Avenue London N3	7 - 46
8.	Beaufort Park, Aerodrome Road, London, NW9 5JH	47 - 136
9.	Colesworth House, Crokesley House, Curtlington House, Clare House And Kedyngton House Burnt Oak Broadway Edgware HA8	137 - 168
10.	Any item(s) that the Chairman decides are urgent	

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LOCATION: Whalebones Wood Street Barnet EN5 4BZ

REFERENCE: 19/3949/FUL

Received:

17th July 2019

Accepted:

17th July 2019

WARD: East Barnet

Expiry:

16th October 2019

AGENDA ITEM 6

APPLICANT: Hill Residential Ltd, Trustees of the Gwyneth Cowing Will Trust,
Trustees of the Gwyneth Cowing 1968 Settlement

PROPOSAL: Demolition of non-listed structures and construction of a new single storey building to be used as an artists'/bee keepers' studio building (Use Class D1) with 14 associated parking spaces and new vehicular access point off Wellhouse Lane. Construction of 152 new residential dwellings (Use Class C3-40% affordable) consisting of 53 single family dwellings and 99 flats ranging from 2 storey to 4 storeys in height with 179 parking spaces and 4 visitor parking spaces. New landscaping, public open space, play areas, public realm, ecological enhancements and private agricultural land. Creation of new vehicular access points off Wood Street and off Wellhouse Lane. New pedestrian and cycle access points off Wood Street and Wellhouse Lane, restricted emergency vehicle access off Wellhouse Lane.

APPLICATION SUMMARY

Agenda Item 7 (Whalebones) of the Planning Committee meeting of the 13th October 2020 was deferred by members in order that the reasons for refusal, in discussion with Planning Officers, could be prepared and agreed at the next meeting of the Committee.

The original officer planning report to the 13th October 2020 Committee is included as Appendix A, along with the Addendum to this Committee which is included as Appendix B.

The proposed reasons for refusal are:

1. The proposed development by virtue of its siting and layout would result in the loss of open green land which forms an important part of this part of the Wood Street Conservation Area. This loss is considered to be adversely harmful and does not preserve or enhance the special character or appearance of the designated heritage asset, contrary to the NPPF, London Plan Policy 7.8, Policies CS5, CS7, Policies DM06 and DM15 of Barnet Local Plan Core Strategy (2012); Development Management Policies (2012) and the Wood Street Conservation Area Character Appraisal Statement (2007).
2. In the absence of a Section 106 Agreement, the application does not include a formal undertaking to secure the planning obligations which are necessary to make the application acceptable. The application is therefore contrary to the NPPF; London Plan Policies 3.12, 3.13, 5.2, 6.3, 8.2, Policies DM04, DM10, DM15 and DM17, Policies CS4, CS7, CS9, CS13, CS15 of Barnet Local Plan Development Management (2012) and Core Strategy (2012); the Barnet Planning Obligations (adopted April 2013); Affordable Housing (adopted February 2007 and August 2010) Supplementary Planning Document; the Barnet Supplementary Planning Document on Delivering Skills, Employment and Enterprise Training (SEET) (adopted October 2014); and the Mayor's Supplementary Planning Guidance on Affordable Housing and Viability (2017).

SITE LOCATION PLAN: Whalebones Wood Street Barnet EN5 4BZ
Reference: 19/3949/FUL



Location	Land at Basing Way, Moat Crescent and Amberden Avenue London N3	
Reference:	19/6610/FUL	Received: 13th December 2019 Accepted: 13th December 2019
Ward:	Finchley Church End	Expiry 13th March 2020
Applicant:	Opendoor Homes	
Proposal:	Development to provide three buildings of 2-4 storeys in height comprising 46 dwellings, associated car and cycle parking, access, refuse and recycling storage, children's play space, landscaping and substation building.	

AGENDA ITEM 7

Recommendation: Approve subject to s106

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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 their 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. Affordable Housing
Provision of 40% of units as affordable housing.
4. Carbon Offset Contribution
Financial contribution of £44,301.00 towards the Council's Carbon offset fund.
5. CPZ Contribution
A financial contribution of £20,000 towards a CPZ review and extension.
6. Off-site Highways Improvement Works
Off-site highways improvement works to mitigate the impact of the development with agreement of the Highways Authority

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Service Director – Planning and Building Control 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:

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

16-095 D001 Rev: A (Site Location Plan)
16-095 D010 Rev: A (Existing Site Plan)
16-095 D020 Rev: D (Proposed Site Plan - Ground Floor Level)
16-095 D021 Rev: D (Proposed Site Plan - Roof Level)
16-095 D050 Rev: C (Proposed Site Plan - Zone A)
16-095 D051 Rev: C (Proposed Site Plan - Zone B)
16-095 D052 Rev: B (Proposed Site Plan - Zone C)
16-095 D100 Rev: B (Proposed Ground & First Floor Plans - Zone A)
16-095 D101 Rev: A (Proposed Second & Third Floor Plans - Zone A)
16-095 D102 Rev: A (Proposed Roof Plan - Zone A)
16-095 D103 Rev: A (Proposed Floor Plans - Zone B)
16-095 D104 Rev: B (Proposed Ground & First Floor Plans - Zone C)
16-095 D105 Rev: A (Proposed Second & Third Floor Plans - Zone C)
16-095 D106 Rev: A (Proposed Roof Plan - Zone C)
16-095 D200 Rev: A (Proposed South & North Elevations - Zone A)
16-095 D201 Rev: A (Proposed West & East Elevation - Zone A)
16-095 D202 Rev: B (Proposed North & South Elevation - Zone B)
16-095 D203 Rev: B (Proposed East & West Elevation - Zone B)
16-095 D204 Rev: A (Proposed East & West Elevation - Site C)
16-095 D205 Rev: A (Proposed South & North Elevation - Site C)
16-095 D206 Rev: A (Site A - Sections)
16-095 D207 Rev: B (Site B - Sections)
16-095 D208 Rev: A (Site C - Sections)

1215/1709/20 (Utility Survey)

LBB-SMP-200_HTA-L_DR_0900 Rev C (Basing Way Green GA)
LBB-SMP-200_HTA-L_DR_8900 Rev B (Basing Way Green Section A)
LBB-SMP-200_HTA-L_DR_8901 (Basing Way Green Section B)
LBB-SMP-200_HTA-L_DR_8902 Rev B (Basing Way Green Section C)

C7300/CE1 B, Walker Associates (Foul and Storm Water Drainage Strategy Layout)

C7300/CE2, Walker Associates (Private Drainage Construction Details)
C7300/CE3, Walker Associates (Impermeable Areas Plan)

Arbtech AIA 01 1 of 2 (Arboricultural Impact Assessment)
Arbtech AIA 01 2 of 2 (Arboricultural Impact Assessment)
Arbtech TPP 01 1 of 2 (Tree Protection Plan)
Arbtech TPP 01 2 of 2 (Tree Protection Plan)

Air Quality Assessment, RPS (dated 31/01/2018)
 Air Quality Neutral Calculation, RPS (dated 31/01/2018)
 Arboricultural Method Statement, Arbtech (dated 29.11.2019)
 Biodiversity Enhancement Strategy Rev A, Middlemarch Environmental (dated December 2019)
 Daylight, Sunlight and Overshadowing Issue 03, hta (dated November 2019)
 Design and Access Statement, BPTW (dated December 2019)
 Energy & Sustainability Statement, NRG Consulting (dated November 2019)
 Flood Risk & Drainage Strategy Report, Walker Associates Consulting (dated 15.06.2020)
 Technical Response RevA, Walker Associates (dated 15.06.2020)
 Geo-Environmental Report, Enzygo Geoenvironmental Ltd (dated October 2018)
 Landscape Strategy and Open Space Audit, hta (dated 20.08.2020)
 Planning Statement, BPTW (dated December 2019)
 Preliminary Ecological Appraisal Rev B, Middlemarch Environmental (dated January 2020)
 Noise Assessment Rev: 2, Cass Allen (dated 10.12.2019)
 Reptile Survey, Middlemarch Environmental (dated April 2020)
 Site Investigation, Premier Energy (dated 22.01.2020)
 Statement of Pre-Application Consultation, BPTW (dated December 2019)
 Transport Statement, Lime Transport (dated August 2020)
 Travel Plan, Lime Transport (dated December 2019)
 Utility Record Search, Premier Energy (dated 12.02.2016)
 Utility Site Investigation Report, Premier Energy (dated 29.02.2016)

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) Prior to their installation, details of the materials to be used for the external surfaces of the buildings 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 site preparation 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 Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and 7.15 of the London Plan 2016.

5 Part 1

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 October 2016) and 5.21 of the London Plan 2016.

- 6 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 interest of good air quality in accordance with London Plan policies 5.3 and 7.14.

- 7 a) No development or site works shall take place on site until a ' Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The 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 5.21, 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

- 8 Notwithstanding the parking site layout plan submitted, prior to any relevant highways works in connection to the provision of parking spaces; a detailed parking layout plan showing the exact dimensions of the existing/proposed crossovers and proposed off-street parking spaces including any redundant crossovers to be reinstated to footway in the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the 48no. off-street parking space shall be used only as agreed and not to be used for any purpose other than the parking and turning of vehicles in connection with 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.

- 9 Prior to the occupation of each building, 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, 68 (long stay) and 11 (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.

- 10 a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 20% of the car proposed parking spaces to be provided with active Electric Vehicle Charging facilities and a further additional 20% of the proposed car parking spaces to be provided with passive Electric Vehicle Charging facilities.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

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 2016.

11 a) No development other than site preparation works shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to 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.

12 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) To mitigate the loss of category B trees larger specimen trees will be planted in addition to those required offset the loss of trees on the site. 6no. large nursery stock trees will be planted at 35 cm girth or larger. Species and location to be shown on the landscape plan.

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.

- 13 a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to 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 details approved under this condition.

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

- 14 No site works (including any temporary enabling works and site clearance) or development shall take place until the temporary tree protection shown on the tree protection plans (Arbtech TPP 01 Sheets 1 of 2 and 2 of 2) and Arboricultural Impact Assessment plans (Arbtech AIA 01 Sheets 1 of 2 and 2 of 2) 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 accordance with the abovementioned tree protection plans and approved Arbtech Arboricultural Method Statement dated 29.11.2019).

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.

- 15 Before the occupation of the final development hereby approved, all biodiversity retention and enhancement measures as set out in approved Biodiversity Enhancement Strategy Rev A (Middlemarch Environmental RT-MME-151199-02) and Landscape Strategy and Open Space Audit (hta dated 20.08.2020) shall be implemented and thereafter maintained in accordance with the approved details.

Reason: To ensure that any protected species present are not adversely affected 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).

- 16 All site works and works in connection with the development hereby approved shall be carried out in accordance with the recommendations set out in the approved Preliminary Ecological Appraisal Rev B (Middlemarch Environmental RT-MME-151199-01)

Reason: To ensure that any protected species present are not adversely affected 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).

- 17 No works in connection with the development hereby approved shall commence until an invasive / non-native species protocol, including an associated management, maintenance and monitoring scheme, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed works does not cause cherry laurel or small-leaved cotoneaster to spread in the wild.

- 18 Prior to the first occupation of the development, hereby approved, details and specifications of all external lighting to be installed as part of the development shall be submitted to the Local Planning Authority and approved in writing. The strategy shall be designed to minimise potential disturbance and fragmentation impacts on sensitive receptors, such as bats - as set out at Paragraph R4 of Chapter 7 of the approved Preliminary Ecological Appraisal (RT-MME-151199-01)

b) The development shall be implemented and thereafter maintained in accordance with the approved details.

Reason: To ensure that appropriate lighting is provided as part of the development and to ensure that any protected species present are not adversely affected in accordance with Policies DM01 and DM16 of the Development Management Policies DPD (adopted September 2012).

- 19 a) Before the development hereby permitted is first occupied, a scheme detailing all 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 2016), the Planning Obligations SPD (adopted April 2013) and Policy 3.6 of the London Plan 2016.

- 20 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).

- 21 a) No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water

b) Any piling must be undertaken in accordance with the terms of the approved piling method statement

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure

- 22 Development shall not begin until a Surface Water Drainage Strategy for the development have been submitted to and approved in writing by London Borough of Barnet planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

Network C

1. Causeway hydraulic design of the proposed SuDS underground attenuation storage must be amended to correspond with the proposed drainage layout or visa-versa (currently the system has been designed as on-line attenuation storage, but the drainage layout shows an off-line attenuation storage);
2. Evidence of TW agreement for the designed limited rate of discharge to their system from the proposed SuDS system;

Network A & B

3. Amend the catchment contributing area. Causeway design input data indicates 1530m², whereas the total catchment area on the Impermeable Areas Plan is shown as 1550m²;
4. Causeway hydraulic design of the proposed SuDS underground attenuation storage must be amended to correspond with the proposed drainage layout or visa-versa (currently the system has been designed as on-line attenuation storage, but the drainage layout shows an off-line attenuation storage);
5. Evidence of Thames Water (TW) agreement for the proposed diversion of the existing TW surface water pipe;
6. Evidence of TW agreement for the designed limited rate of discharge to their system from the proposed SuDS system;
7. Detailed design drawings for construction (typical drawings or illustrative drawings not acceptable).

Reasons: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan.

- 23 a) Before the buildings within Zone B hereby permitted are first occupied, details of the obscure glazing to be installed in the windows of the front (north-west) elevations facing 10-20 Moat Crescent are to be submitted and approved in writing by the Local Planning Authority.

b) The obscure glazing shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

- 24 a) Before the development hereby permitted is first occupied, details of any privacy screens on the external balconies to be installed shall be submitted to and approved in writing by the Local Planning Authority.

b) The screens shall be installed in accordance with the details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012), the Residential Design Guidance SPD (adopted October 2016) and the Sustainable Design and Construction SPD (adopted October 2016).

- 25 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.

- 26 Prior to the first occupation of the final building within the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 51.98% 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 (2016) and the 2016 Mayors Housing SPG.

- 27 The development hereby approved shall provide four units that shall have been constructed to meet and achieve all the relevant criteria of Part M4(3) 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). 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.

- 28 Prior to their installation, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out and constructed in accordance with the approved details.

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 CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

- 29 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).

- 30 a) Prior to the first occupation of each building, details of measures to be incorporated within each building as to how that building will achieve a Secure by Design accreditation shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in accordance with the approved details.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

RECOMMENDATION III:

- 1 That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 31 December 2020, 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 meet the costs of provision of affordable housing and highways mitigation. The proposal would therefore not address the impacts of the development, contrary to Policies CS5 and CS9 of the Local Plan Core Strategy (adopted September 2012), policies DM01 and DM17 of the Development Management Policies (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 £60 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. A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.
4. The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

5. The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.
6. Any highway approval as part of the planning process for the alteration to the existing access/crossovers or new access/crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for access/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 and Regulatory Services, 2 Bristol Avenue, Colindale NW9 4EW.
7. Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. If the refuse vehicle is expected to travel over an unadopted road then the applicant will be expected to sign a Waiver of Liability and Indemnity Agreement indemnifying the Council. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.
8. The applicant is required to submit a Street Works Licence application to the Development and Regulatory Services, 2 Bristol Avenue, Colindale NW9 4EW, 4-6 weeks before the start of works on the public highways.
9. For any proposal for new crossovers or modification to the existing crossovers, a separate crossover/access application must be submitted for approval to the Highways Authority. Details of the construction and location of the new crossover are required to be agreed with the highway authority. Any street furniture, road markings or parking bays affected by the proposed works following site investigation would be relocated at the applicant's expense.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team in conjunction with the highway tree section as part of the crossover application. The outcome of this assessment cannot be prejudged.

The applicant is advised that the permitted maximum width for a residential crossover is 4.2 metres and the minimum gap between crossovers is 2.4 metres.

10. As a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk <<mailto:highways.development@barnet.gov.uk>> or nrswa@barnet.gov.uk <<mailto:nrswa@barnet.gov.uk>> at least 10 days prior to commencement of the development works.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

11. Surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority.

If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.

12. The submitted Construction Method Statement shall include as a minimum, details of:
- o Site hoarding
 - o Wheel washing
 - o Dust suppression methods and kit to be used
 - o 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.

- o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- o 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.
- o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
- o 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.

The statement shall have regard to the most relevant and up to date guidance including: Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014.

13. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Planning Assessment

1. Site Description

The site which forms the basis of this application is largely comprised of open grass along the eastern fringe of the existing Basing Way estate. The site is bound by the A504 (East End Road) to the north-east, Basing Way to the west/northwest and the A406 (North Circular Road) to the east. A public footpath runs along the whole south-eastern boundary and follows the route of a high-voltage electricity cable

At the north-eastern end of the site is an area of covenanted land encompassing dense, largely inaccessible undergrowth and a number of mature and semi-mature tree specimens. To the immediate south is an informal turfed area which is publicly accessible.

The area of open grass narrows into the space between the houses facing onto Moat Crescent and the planted border above the A406 - which at this point is set within a cutting at a lower level. This ground in this part of the site contains a mature oak tree and gradually differentiates from the carriageway (of Moat Crescent) north to south to form a bank, roughly 1m above the road and dwellings to the west. This part of the site is referred to as Zone B.

The southern end of the site broadens out again into a triangle of land leading to Amberden Avenue and opposed by the development on the former Kingsgate House site (known as The Avenue). The Amberden Avenue frontage is currently enclosed by tall hedging, with the land itself crossed by an existing footpath and featuring three tall Poplar trees.

The wider Basing Way estate dates from the 1950's comprising 203no residential units and consists of a central spine road that connects East End Road with Amberden Road (though through-traffic has been curtailed). Development follows a primarily linear form. To the west side, the development consists predominantly of three storey flat blocks, while to the east, the predominant form of development comprises terraces of two storey flats and dwelling houses.

The site is not within a Conservation Area, nor does it contain any statutorily or locally listed buildings or structures. The land is not designated as Metropolitan Open Land (MOL) or Green Belt land, nor is it designated as open space in the Barnet Local Plan. The site has a PTAL rating of 1b and is located in Flood Zone 1.

2. Site History

The land itself has no relevant planning history.

However, the following decisions are considered to be relevant to the proposed development:

Reference: 18/6355/FUL

Address: Land West of Beechwood Avenue, LONDON, N3 3BA

Decision: Approved following legal agreement

Decision Date: 22nd July 2019

Description: Redevelopment of the site to provide 97no residential units and 2no commercial units (Class A1/B1) with car parking and cycle parking at lower ground floor level and associated landscaping and public realm

Reference: 16/3250/FUL

Address: Garages at Basing Way, LONDON, N3 3BP

Decision: Approved following legal agreement

Decision Date: 8th February 2017

Description: Demolition of existing garages and redevelopment to provide a 4-storey building comprising 14no. self-contained flats with associated landscaping, car parking, cycle and refuse storage; and enclosure of existing electrical substation within a new structure

Reference: F/02182/12

Address: Kingsgate House, Amberden Avenue, LONDON, N3 3DG

Decision: Approved following legal agreement

Decision Date: 10th January 2013

Description: Demolition of existing building on the site and the construction of 2, 3 and 4 storey buildings (some with an additional floor of accommodation in the roof space), to provide 40 self-contained flats and 24 houses (all Use Class C3), together with new access from Amberden Avenue, associated car parking, cycle spaces, private amenity space, communal amenity space and landscaping.

3. Proposal

The proposed development comprises the provision of 46 residential units (24 x 1B2P flats, 4 x 2B3P wheelchair accessible flats, 12 x 2B4P flats, 4 x 3B4P and 2 x 3B5P flats) with associated landscaping and car parking. The proposed buildings range from a part-3/ part 4-storey block to the south (Zone A), a 2-storey row of blocks in the centre (Zone B) and a part-3, part 4-storey block to the north (Zone C).

Zone A

Zone A is located at the southern end of the site where an L-shaped, part-3/ part 4-storey building is proposed comprising of 17no units. Ground floor units will benefit from private gardens, with the upper flats being provided with external balconies. 60sqm of doorstep play space is proposed in front of the building. 12no. parking spaces are proposed along Amberden Avenue and 16no. parking spaces, including 2no. wheelchair bays, are situated in a proposed new parking court at the southern end of Moat Crescent.

Zone B

Zone B is located in the central part of the site between Moat Crescent and the North Circular Road, and has a considerable levels change. It is proposed to provide 12no. 1-bed units arranged as 6no. gable-fronted two-storey blocks with the spaces in between dedicated to stairwells and servicing arrangements (refuse and cycle storage). Each unit would be provided with a balcony.

Zone C

Zone C is located towards the northern part of the site and incorporates the existing area of overgrown scrubland. It is proposed to erect a part-3, part-4 storey, L-shaped block comprising of 17no units. Ground floor units will benefit from private gardens, with the upper flats being provided with external balconies. 20no. parking spaces are proposed to be provided along the southern side of Basing Way. Further north of this building and including the scrubland building, it is proposed to create a new landscaped area of 1,866sqm which will include 167sqm of children's play space.

4. Public Consultation

Consultation letters were sent to 387 neighbouring properties.
34 responses have been received, comprising 34 letters of objection.

The objections received can be summarised as follows:

- external appearance is out of character with the existing houses in Moat Crescent;
- proposed height of blocks A and C is out of keeping;
- loss of green space;
- loss of visual amenity from the open space;
- impact on privacy;
- loss of light;
- overshadowing;
- increased noise level;
- impact on existing road access and parking provision;
- disruption during construction periods;
- impact of additional vehicles;
- lack of parking and turning area within existing roads;
- loss of trees
- safety risk to children with the proposed activity play area in zone b
- Security of proposed new play space areas;
- planting of additional trees poses a risk of structural damage
- risk of subsidence
- impact on infrastructure
- adverse impact on air quality / pollution

Internal consultees

Arboricultural Officer

No objection subject to replacement tree and shrub planting and ecological enhancements.

Drainage

We have no objection in principle subject to conditions.

Ecology

We are satisfied that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors. We consider that the following issues now need to be addressed through ecological planning conditions.

Environmental Health

No objection subject to conditions

Traffic and Development

No objection subject to S106 obligations and conditions.

External Consultees

Metropolitan Police - Secure by Design

Request that a condition be attached should planning permission be approved that a Secured by Design accreditation be achieved prior to occupation.

Thames Water

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Transport for London (TfL)

The site is in close proximity to the A406, North Circular Road which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. No objections are raised.

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 revised National Planning Policy Framework (NPPF) was published on 19th February 2019. 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, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. 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.

Draft London Plan

The draft New London Plan (DLP) is at an advanced stage. In December 2019, the Mayor issued the "Intend to Publish" version of the emerging New London Plan. After considering that Plan, on 13 March 2020 the Secretary of State for Housing, Communities and Local Government wrote to the Mayor making a series of eleven Directions to the Plan. The Mayor cannot publish the New London Plan until the Directions have been incorporated, or until alternative changes to policy to address identified concerns have been agreed. Those policies affected by the Directions carry moderate weight, whilst those with no modifications can carry significant weight.

Due to the advanced nature of the DLP increasing weight should be attached to those policies which the Inspector's report considered sound. Nevertheless, the London Plan 2016 remains the statutory development plan until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2016 London Plan, while noting that account needs to be taken of emerging policies.

Supplementary Guidance and SPGs

Affordable Housing and Viability (August 2017)
Housing (March 2016)
Play and Informal Recreation (September 2012)
Sustainable Design and Construction (April 2014)

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, CS4, CS5, CS7, CS9, CS13, C14, CS15
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM10, DM15, DM16, DM17,

Supplementary Planning Documents

Affordable Housing (February 2007 with updates in August 2010)
Barnet Open Space Strategy 2016-2026
Green Infrastructure (October 2017)
Planning Obligations (April 2013)
Residential Design Guidance SPD (adopted October 2016)
Sustainable Design and Construction SPD (adopted October 2016)

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's Emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of development / Land use
- Dwelling Mix & Affordable Housing
- Amenity of Future Occupiers (inc Accessibility)
- Character & Appearance
- Amenity of Neighbouring Occupiers
- Parking & Highways
- Trees & Landscaping
- Sustainability, Air Quality & Noise
- Any other material considerations.

5.3 Assessment of proposals

Principle of development / Land Use

Open Space

The area of land which relates to the proposed development comprises of short mowed grass. The site is not designated as open space / public open space within the Barnet Local Plan and is not Metropolitan Open Plan (MOL) or Green Belt. In addition, Map 10 of the Core Strategy illustrates that the site lies within an area as being deficit in public open space.

Policy DM15 expects that in areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the Council will expect on site provision in line with the standards set out in the supporting text (para 16.3.6). This text places success and value of an open space on quantity, quality and accessibility. In deficient areas, the Council expects new open space to be provided in line with the following standards; parks, Children's play, sports pitches and natural green spaces.

Whilst the land is not protected public open space, London Plan policy 7.18 does states that the value of green infrastructure not designated as local open space should be taken into account.

Within the applicant's submission, it states that the open space across the site is currently underutilised, comprising land on the outskirts of the estate with no play equipment, facilities or benches to make the space useful. It is the report's opinion that the visual amenity of these spaces is limited.

The application is supported by an Open Space Audit which identifies Stephens House Playground within 800m of the site. The audit considers there is a significant amount of open space across the estate but lacks in diversity and results in few opportunities for use. Combining all the open space / landscaping across the estate, there is a total of 28,384sqm of accessible open space. The area of overgrown scrubland to the northern part of the site is not included in this calculation.

In order to off-set the loss of green space, the applicant is proposing to make the previously in-accessible scrub land (3,508sqm) to the north into a new fully accessible public open space with mixed play facilities.

Taking this into account and the proposed built development and related infrastructure, the proposed open / amenity space is 27,056sqm. There is a net loss of 1,328sqm of open space but the applicant is justifying this loss through the benefits of the improved landscaping and open space, and increased opportunity for play, community growing and visual amenity.

Having reviewed the open space strategy and proposed landscape strategy, Officers consider that the proposal would entail significant additional and upgraded open space for the use of residents of both the proposed development as well as existing residents and address accessibility, play spaces and quality. Whilst it is noted that there is a net loss of open space, the significant upgrades to the quality of open space provision are considered to be significant and the loss is considered acceptable.

Housing delivery

Policy 3.3 of the London Plan recognises the pressing need for more homes in London and seeks to increase housing supply in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. The London Plan has set an annual monitoring target of 2,349 homes for Barnet between 2015-2025, with a minimum provision of 23,489 over the same 10 year period. In the draft London Plan (as set in the London Plan Intend to Publish), the 10 year target for 2019/20 - 2028/29 is 23,640 for Barnet.

Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect developments proposing new housing to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

The proposed introduction of new dwellings is considered to be appropriate given the residential context of the site. The site would also make a contribution toward the housing target set in the London Plan (and due to be revised by the Draft New London Plan).

Residential Density

The site is located in a suburban area with a PTAL rating of 1b. The London Plan Density Matrix - at Table 3.2 pursuant to Policy 3.4 - sets a density range of 150-200hr/ha and 50-75 u/ha for new developments on such sites. The proposed density of the scheme is 104hr/ha and 40 u/ha and therefore seen as acceptable.

Housing Quality

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan Ch1 'Context and Strategy', Ch2 'London's Places', Ch3 'London's People', and Ch7 'London's Living Places and Spaces', and is explicit in policies 2.6, 3.5, 7.1, and 7.2. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD and Residential Design Guidance SPD.

Unit Mix

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (London Plan Policy 3.8, and Barnet Development Management Policies DPD Policy DM08). The Council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3 and 4-bedroom units as the highest priority types of market housing for the borough. Although, this should not be interpreted as implying that there is not a need for a full range of unit sizes.

The proposed development proposes the following unit mix across the application site:

24 x 1B2P, 4 x 2B3P, 12 x 2B4P, 4 x 3B4P, 2 x 3B5P

This would provide a percentage mix of 52% 1-bedroom units, 35% of 2-bedroom units and 13% of 3-bedroom units.

Notwithstanding those identified priorities within the Local Plan, the Applicant has advised that 1-bedroom dwellings have been identified by Barnet's Housing Options Team as being in greatest demand in this neighbourhood (both current and future demand). It continues that Barnet's Housing Options Team is keen to see more high quality new build properties that are 1-bedroom to cater for the forecast need of under occupiers and more single person led households.

Based on the above justification, Officers are supportive of the proposed dwelling mix.

Affordable Housing

London Plan 2016 policy 3.12 advises that the maximum reasonable amount of affordable housing should be sought when negotiating on private residential and mixed use schemes, having regard to local and strategic affordable housing requirements; affordable housing targets; the need to encourage rather than restrain development; the need to promote mixed and balanced communities; the size and type of affordable housing needed in particular locations; the specific site circumstances; the resources available to fund affordable housing; and the priority to be accorded to affordable family housing.

The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings with a tenure split of 60% social rented and 40% intermediate housing.

The proposed development is for a total of 46 units and Opendoor Homes are seeking to secure 40% as affordable rent accommodation through a Section obligation which is in accordance with Barnet policy.

However, it is Opendoor Homes' intention that all of the proposed units will be delivered as affordable rent dwellings, exceeding the policy requirement for 40% on-site affordable housing and meeting an identified need for affordable housing in terms of both the tenure and the size of units currently in demand.

Whilst there would be no tenure split - as per a strict interpretation of the Local Plan - the significant overall contribution toward the provision of affordable rent units within the Borough is considered to justify the proposal and the Officers are supportive of the scheme

in that regard.

Residential Internal Space Standards

The London Plan and Barnet's Sustainable Design and Construction SPD outlines the minimum gross internal floor area required for different dwelling sizes.

All the dwellings in the detailed element of the development meet the minimum standards as demonstrated in the applicant's supporting documents in relation to the unit sizes.

All of the units would benefit from dual aspects and Officers are satisfied that the unit would have acceptable levels of outlook and daylight.

Accessibility

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessibility and inclusive design, whilst policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan Policy 3.8.

The submission sets out that 4no. units (10%) of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable and a condition is attached which would secure these wheelchair units.

London Plan policy 3.8 requires the remaining 90% to achieve Part M4(2) accessible and adaptable dwellings. However, Opendoor Homes have confirmed that due to the small-scale nature of the development proposal and the constrained nature of the site in terms the existing character of the estate which limits the height, scale and siting of the proposed development, providing a lift on this site is not feasible, and would have severe financial implications for the delivery of the proposed affordable units, for the reasons set out below:

- A reduction in the number and size of units within the development would be required to physically accommodate the lift;
- The higher construction costs associated with providing a lift;
- The ongoing maintenance costs associated with the lift and the need to incorporate this cost into the service charge for future residents, which in turn, impacts negatively on the affordability of the units, all of which are proposed to be delivered as affordable rent units.

In addition, the applicant has provided a viability statement which concludes that the impact of providing lifts within the scheme would result in a reduced number of affordable units and would also lead to significantly higher service charges for future residents.

Taking into account this information, Officers are satisfied that sufficient justification has been submitted as per London Plan policy and the non-provision of M4(2) in this instance is acceptable. All the remaining units would be built in compliance with Part M4(1) standards.

Amenity Space

Barnet's Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. The SPD advises that for flats, 5sqm of outdoor amenity is required per habitable room.

There are a variety of amenity spaces proposed for each of the blocks. The ground floor units would be provided with private gardens with upper floor units being provided with external balconies.

The scheme would provide a total of 120 habitable equating to a total amenity space provision of 600sqm. The scheme proposes a mix of private balconies, gardens at ground floor level and communal spaces. This amenity provision is considered to be acceptable.

Children's Play Space

London Plan Policy 3.6 requires housing development to make provisions for play and informal recreation based on child yield, referring to the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation 2012. Barnet Core Strategy CS7 requires improved access to children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

The proposal includes provision of play space for the 0-5, 5-11 and 12+ age groups. 0-5 play will be provided in the form of timber doorstep play associated with each of the Blocks A, B and C. Play for 5-11 and 12+ groups is provided in the form a generous play space to the northern end of the site, with timber climbing structures and a timber play trail create a play trail that allows both active and imaginative play.

A total of 139sqm of doorstep play space, to be provided within Areas A, B and C and 167sqm of combined 5-11 and 12+ play space is to be provided within the northern part of the site.

On the basis of the above, the proposal is considered to be acceptable with regard to the amenity of future occupiers.

Privacy and overlooking of future residents

Policy DM01 of the Local Plan requires that development have regard to the amenity of residential occupiers. In this regard it is necessary to consider the design of the scheme and the privacy that would be afforded to future occupiers of the development.

The Design and Access Statement provides a design response into the positioning of buildings with the annotation of separation distances between neighbouring buildings. Officers consider that the scheme is well designed so to ensure that future occupiers of these units would be likely to enjoy good levels of privacy.

Noise Impacts on future residents

In relation to noise impacts on the proposed development, the application is accompanied by a Noise Impact Assessment by Cass Allen Associates Ltd.

The noise survey undertaken found that noise levels across the site was generally dictated by road traffic noise emissions from the North Circular Road, with a lesser contribution from East End Road and Basing Way. Following an analysis of the internal noise levels, it is predicted that acceptable levels can be achieved subject to the adoption of acoustically upgraded glazing and ventilation in the development design.

The submitted Noise Impact Assessment has been reviewed by the Council's Environmental Health team and satisfied with the information provided, subject to conditions relating to the proposed noise mitigation measures.

Air Quality impacts on future residents

An Air Quality Assessment has been submitted in support of the application. The report concludes that the resulting air quality effect of the proposed development is acceptable and the impacts are predicted to be negligible.

Secure by Design

Policy DM01 requires that the principles set out in the national Police initiative, 'Secure by Design' should be considered in development proposals. The proposed development was subject to consultation with the Met Police who had raised concerns about the isolated location of play space at the northern end of the site which would not be well overlooked and provide natural surveillance. As such, it was agreed to move this play space closer to the block in Area C and amended plans were submitted to this effect. The Secure by Design Officer has welcomed this amendment and requests that a condition be attached that the development achieves a Secured by Design accreditation prior to occupation.

Character and Appearance

The National Planning Policy Framework (revised, 2019) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations. The London Plan 2016 also contains a number of relevant policies on character, design and landscaping.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard Policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

Layout

The application site has been divided into three zones: A, B and C, which was decided following a detailed analysis of the site and its constraints. As can be seen from the supporting documents, the proposal has been subject to extensive consideration and re-design during pre-application discussions and public consultation. As a result, the proposal comprises of two part three-storey / part four storey, L-shaped blocks (Zones A & C) and a row of 3no two-storey flats blocks with enclosed link sections (Zone B).

The three Zones have all been laid out so as to enclose the space between them and the existing development, thereby providing toward loose perimeter blocks whilst enhancing the quality of open space in and around the buildings.

Overall, Officers are satisfied that the proposed layout of the proposed development is appropriate.

Scale and Massing

The proposal comprises of a mix of building heights across the site. The 2no. L-shaped blocks within Zones A and C are proposed to be part-three / part-four storeys in height, with a row of two-storey blocks in the middle of the site in Zone B.

The heights of the proposed buildings are considered to respond appropriately to their context, with Zone A providing a link between the two-storey fringe of the estate and four-storey development across Amberden Avenue. Zone B reflects the two-storey heart of the estate, whilst Zone C provides for a landmark location at the entrance to Basing Way. In the case of both Zone A & C, the higher four-storey part of the building would be furthest from the existing two-storey buildings which they would oppose.

Although designed with dominant gable ends, the buildings are proposed with pitched tile roofs, responding to the other buildings on the estate and are similarly faced with brick. A regular vertical emphasis and use of cantilevered balconies is also reflected elsewhere in Basing Way.

Furthermore, the massing has been articulated through differentiation in the palette of materials, recessed brick panels, banding and dormers which cut through the eaves.

As outlined above, with regard to character and appearance, the proposal is considered to be consistent with the expectations of Policy DM01. With corresponding regard therefore to Paragraph 130 of the NPPF, "where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development". On that basis therefore - in this regard - officers are satisfied that the proposed scale and massing is acceptable and would successfully integrate within the context of the surrounding area.

Amenity Impact on Neighbouring Properties

Part of the 'Sustainable development' imperative of the NPPF 2012 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity is a consideration of London Plan policy 2.6 'Outer London: Vision and Strategy' and is implicit in Chapter 7 'London's Living Places and Spaces'. In addition, Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance.

Privacy, overlooking and outlook

The Barnet Residential Design Guidance SPD states that there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

The nearest neighbouring properties are the opposing properties at the top of Basing Way (opposite Zone C) and those the southern end of Moat Crescent.

In terms of the proposed building within Zone A, the orientation of the building is such that there are only angled views towards the front elevations of the opposing properties. The separation distances between habitable rooms varies from 18.3m to 14.4m which is overall considered to be acceptable. In addition, the landscaping strategy includes the provision of new trees to be planted in between the proposed block and these dwellings. These trees will help provide an element of visual and privacy screening. The proposed block would measure approx. 26m to the flank elevation of the properties along Ashridge Close and there are no overlooking or privacy concerns in relation to these properties. Overall in terms of Zone A, Officers are satisfied that there is no significant detrimental harm to the amenity of neighbouring properties in terms of privacy, overlooking or being overbearing.

In Zone B, the blocks are a maximum of two-storeys in height but it is acknowledged that the separation distances are shorter here, with 12.1m at the most southern end opposite No.20 and 16.7m at the northern end opposite No.10. The applicant has suggested that the use of obscure glazing be incorporated into the design of the buildings to help mitigate any potential overlooking issues. Officers consider this to be acceptable solution and with the majority of windows along this elevation serving secondary spaces (stairwells and entrance hallways), the incorporation of obscure glazing would not compromise the amenity of future occupiers within these units. A condition will be attached to seek details and confirmation of the use of obscure glazing along this elevation. On this basis, it is not considered that the proposed development within Zone B would have a detrimental impact on the amenity of the opposing properties in terms of privacy or overlooking. It is acknowledged that there is a levels change due to the existing embankment but that the proposed design of this row of buildings helps to limit any potential overbearing impact. Overall in terms of Zone B, Officers are satisfied that there is no significant detrimental harm to the amenity of neighbouring properties in terms of privacy, overlooking or being overbearing.

In terms of proposed building within Zone C, it is considered that only a smaller element of this building would directly face the opposing properties (nos. 14-16) at its closet point. Here the separation distance between habitable windows would be 18.8m which is considered to be acceptable. In addition, the landscaping strategy includes the provision of new trees to be planted in between the proposed block and these dwellings. These trees will help provide an element of visual and privacy screening. At the southern end of the block, there would be a separation distance of approx. 28m to the front elevations of Nos. 1-3 Moat Crescent which is in excess of the SPD requirements. Overall in terms of Zone C, Officers are satisfied that there is no significant detrimental harm to the amenity of neighbouring properties in terms of privacy, overlooking or being overbearing.

Daylight / Sunlight

A Daylight, Sunlight and Overshadowing Report has been submitted in support of the application which assesses the daylight and sunlight provision of the existing surrounding properties against the criteria described in BRE document 'Site Layout Planning for Daylight and Sunlight: a guide to good practice - 2nd edition.'

In terms of daylight the report's results demonstrates that in terms of daylight, all of the existing surrounding windows meet the BRE criteria.

In terms of sunlight, the results demonstrate that the provision of sunlight in the surrounding buildings will not be adversely affected by the proposed development and all windows meet the recommended BRE requirements.

Noise and General Disturbance

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the residential character of the wider area.

In considering the potential impact to neighbours, conditions are recommended to ensuring that any plant or machinery associated with the development achieves required noise levels for residential environment. The council's environmental health team have recommended appropriately worded conditions for noise reporting and impact mitigation. It should be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

Air Quality

The applicant has submitted an Air Quality Assessment in support of the application. It recommends that in relation to construction, a package of mitigation measures to minimise dust emissions will be required, and once applied should ensure that the risk of adverse dust effects is reduced to a minimum.

In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

Transport, highways and parking

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies CS9 and DM17 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Residential car parking

Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the site's Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision as follows:

- four or more bedroom units - 2.0 to 1.5 parking spaces per unit
- two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
- one-bedroom units - 1.0 to less than 1.0 parking space per unit

This equates to a maximum parking provision of 22 - 57 car parking spaces. Applying a sliding scale of provision based on PTAL scale of 1-6, for a PTAL of 2, the Council's Highways Officer considers that a maximum of 50 spaces is allowable. It is also noted that the average car ownership in Barnet for 1-bed flats is 0.53 and over 24 x 1-bed units are proposed. Highways comments that therefore there is no objection to the proposed provision of 48 car parking spaces.

4 disabled spaces are proposed which equates to one space each for the 4no. wheelchair accessible units.

Electric vehicle charging points are to be provided in accordance with London Plan standards, which requires a minimum of 20% active and 20% passive provision. This will be secured via condition.

Cycle parking

The development will provide a total of 79 cycle parking spaces across the development comprising of 68 residential spaces and 11 visitor spaces. The Highways Officers confirms this provision is acceptable

Internal Layout

The site comprises land to the bounded by A406 to the south, Amberden Avenue to the west, East End Road to the east and Basing Way/Moat Crescent to the north. The road serving the eastern section of the site (Zone C) is Basing Way. Basing Way is a two-way single carriageway road. The road is approximately 5.0 metres wide with 2.4 metres wide footways on both sides. It joins East End Road at its eastern end and Amberden Avenue at its western end. From East End Road, Basing Way heads westwards and takes a number of bends before joining Amberden Avenue to the west. Basing Way connects with Moat Crescent which serves the central and western sections of the site (Zone B and Zone A).

Fourteen perpendicular parking bays including 3 disabled bays are proposed for the block in Zone C. Vehicles currently park on one side of the road allowing room for one lane of traffic on this stretch of Basing Way. With parking on one side, there is insufficient space for vehicles to reverse out of the 14 perpendicular parking bays. This is because the 6-metre aisle width required for safe manoeuvring of vehicles. The applicant proposes to introduce double yellow lines as shown in the parking/access plan on Page 29 of the Transport Assessment to remedy this problem.

The proposal to introduce double yellow lines could potentially displace residents parking. The applicant has carried out parking surveys which suggests that there are spaces available in the area and previous site visits can be attributed to visitors to facilities on East End Road. However, recent site visits suggest that residents currently park on this stretch of road and the introduction of yellow lines will simply displace parking into dangerous and obstructive locations as residents would try and park as close as possible to their property. Highways would therefore recommend that partial footway parking is introduced along this stretch and that the works are undertaken under a s278 agreement with the Council.

Moat Crescent is a two-way single carriageway road. It is a no-through road with two passing places and a turning head at each end. The road is approximately 4.0 metres wide. Moat Crescent currently has a footway on the northern side which is approximately 1.3 metres wide. As part of the proposed development, the turning area at the western end of Moat

Crescent is to be replaced with a parking area for 20 cars with sufficient space for refuse/emergency vehicles to enter and exit in forward gear. In addition, the two existing laybys which act as passing places are to be retained and a new footway provided on the south side of the road in front of the proposed units in Zone B. Highways would raise no objection to the proposed layout within Zone B provided the carriageway is widened to 5.5 metres.

Twelve perpendicular parking bays are proposed on Amberden Avenue to serve residents of Block A. Given that the number of vehicle movements at this end of the road is likely to be low, any road safety risk posed by vehicles reversing out of these spaces is unlikely to be significant.

In addition, it has been agreed that a financial contribution of £20,000 will be paid towards a review of the Controlled Parking Zone (CPZ) with an extension if considered necessary.

Road Adoption, Stopping Up and Off-Site Highway works

A number of footpaths in Zone A will need to be stopped up to allow the construction of Block A. The applicant has submitted a separate application under Section 257 of the Town and Country Planning Act 1990 so stop and divert the diagonal footpath running across Zone A.

A section 278 agreement will be required for all off-site highway works. These include construction of crossovers, footway parking bays, on Basing Way, new footway on Moat Crescent and crossovers on Amberden Avenue. These will be specified within the legal agreement.

The applicant has confirmed that the footpath which runs along the edge of the embankment will not be obstructed during construction of the site and remain following the completion of the development.

Delivery and servicing

The proposed development would generate a maximum of 10 delivery and service vehicle trips per day (6-days/week). Refuse and servicing will be undertaken on-street and it is expected that this level of servicing demand is not likely to have a significant impact on the network.

Bin stores are located within 10m of the public highway and is therefore considered acceptable.

Road Safety

Collision data for roads in the vicinity of the site have been obtained from Transport for London (TfL) for the period 2014-2018 (inclusive). This includes Basing Way, Moat Crescent, East End Road between Hamilton Road and Manor View. The results showed that there were 14 slight personal injury accidents resulting in 17 casualties in the study area over the 5-year period ending. December 2018.

Seven (50%) of the 14 accidents involved vulnerable road users, 1 involved a child, 2 involved pedestrians, 2 involved cyclists and 2 involved motorcyclists. All of the accidents recorded occurred at or near road junctions. 3 of the accidents occurred at the junction of Basing Way and East End Road. 1 involved a motorcycle, 1 involve a pedal cycle and 1

involved a vehicle.

All the accidents occurred on East End Road which suggests that there is an underlying safety issue. Residents of the proposed development are likely to use the junction of East End Road and Basing Way which has suffered three collisions. It is therefore recommended that further investigation of pedestrian safety matters be explored within the S278 process with resulting improvements to be considered on East End Road.

The proposed highways works under the S278 will seek that a review of pedestrian safety improvements on East End Road.

Trip Generation and Network Impact

Trip generation analysis using the industry recognised database (TRICS) have been undertaken for this site. Three comparable sites in Greater London were selected and the average used to estimate trip generation by the site. It is estimated that the site would generate a total of 361 two-way person trips daily (175 arrivals and 186 departures). The corresponding figures for the morning (8-9am) and evening (5-6pm) peak hours are 54 and 36-person trips respectively.

Twenty vehicle trips would be generated during the AM peak (5 arrivals and 15 departures) and 13 vehicle trips during the PM peak (8 arrivals and 5 departures). This level of vehicle trip generation is unlikely to have a significant impact on the local highway network.

TfL consider that the trip generation calculations provided provide a reasonable assessment given the scale of development.

Landscaping, trees and biodiversity

The 'sustainable development' imperative of NPPF 2019 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2016 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan Policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

Landscape and Open Space

As previously mentioned, the application proposes the creation of new play spaces and the improvement of open space within the development site. The submitted Landscape Strategy and Open Space Audit provides a comprehensive and detailed breakdown of the proposed landscaping and open space provision.

The proposal will deliver multi-functional open spaces including:

- 0-5 and 5-11 play space areas;
- Biodiverse trail along the existing footpath;
- Diversification of existing short mown grass area;
- Growing space.

As assessed earlier within the report, Officers consider that the provision of improved open space is appropriate in terms of its size and consider that the proposed landscaping is of a high quality and will result in highly valued open space for existing and new residents.

Trees

There are a number of trees located across the development site, however none of them are subject to Tree Preservation Orders (TPO).

The application is accompanied by an Arboricultural Impact Assessment and Method Statement which has identified a total of 40 trees and 6 groups of trees within the development site. The report advises that in order to facilitate the development 9no individual trees (4 category B and 5 category C) and 4 groups of trees (1 category B and 3 category C) are required to be removed.

The Council's Arboricultural Officer has reviewed the submitted information and raises no objections subject to replacement tree, shrub planting and ecological enhancements.

The submitted Landscape Strategy identifies significant new landscaping proposals across the development site which will include new tree planting, biodiversity enhancements. Overall, Officers consider that the proposed strategy will result in significant improvements to the site and surrounding area and will provide high quality spaces for existing and proposed residents.

Ecology

The Council's Ecology Consultants have reviewed the submitted Preliminary Ecological Appraisal and Biodiversity Enhancement Strategy. Their comments are as follows:

The applicant identified no European statutory sites within 5 km of the survey area and the site is not located within 10 km of a statutory site designated for bats. Three UK statutory sites were identified within 2 km and six non-statutory sites were identified within 1 km. The closest statutory site is Big Wood and Little Wood located at 640m from the site and the closest non-statutory site is East Finchley cemetery located 70m south east of the site and separated from the site by the A406 North Circular Rd. The survey area does fall within a SSSI Impact Risk Zone for Hampstead Heath Woods SSSI, which is located c. 2.5 km south-east of the site. However, the development does not fall into any of the categories listed by Natural England that would require consultation.

We are satisfied that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors. We consider that the following issues now need to be addressed through ecological planning conditions.

Energy and Sustainability

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve zero carbon on new residential developments post 2016. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. The Further Draft London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

Local Plan Policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

An Energy Strategy has been submitted in support of the application. The energy statement outlines a series of measures which will be incorporated into the proposal to improve sustainability and reduce carbon emissions. The Strategy follows the London Plan Energy Hierarchy: Be Lean, Be Clean and Be Green. The overriding objective in the formulation of the strategy is to maximise the reductions in total CO₂ emissions through the application of the hierarchy with a technically appropriate and cost effective approach, and to minimise the emission of other pollutants. The development will be constructed to comply with Part L 2013 (with 2016 amendments) of the Building Regulations and in line with the London Plan to achieve a minimum of 51.98% CO₂ reduction.

In order to achieve zero carbon, the developer will need to make a carbon offset contribution to bridge this gap. This has been calculated as a payment of £44,301.00.

Flood Risk / SuDS

Policy CS13 of the Barnet Core Strategy states that "we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels".

The application is accompanied by a Drainage Strategy Report. This has been assessed by the Council's appointed drainage specialists who, following the submission of further details, have raised no objection to the development. If permission were granted, a condition securing the submission of a surface water drainage scheme would be attached.

5.4 Response to Public Consultation

The majority of public comments raised have been addressed within the report - design, character, open space, impacts on amenity and highways impacts.

A condition relating to a Construction Management and Logistics Plan will be attached to ensure levels of noise / dust during construction are minimised.

An objection has been raised in relation to ownership of front gardens along Basing Way and the right to develop to the front of the properties. Therefore, the separation distances should take into account that development potential. The designation of front gardens of these properties along Basing Way has no impact on the assessment of this application and does not impact on the recommendation proposed. The application has been assessed against the current conditions and cannot take into account what could potentially be built in future under speculative applications.

6. Equality and Diversity Issues

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- "(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it."

For the purposes of this obligation the term "protected characteristic" includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex; and
- sexual orientation.

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

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

A minimum of 10% of units will be wheelchair adaptable.

Whilst the development will not be fully M4(2) compliant in terms of lift access to all levels of the buildings, the applicant has submitted adequate justification and the potential viability impacts of providing a policy compliant scheme in regard to accessibility. As stated above, 4 units will be wheelchair accessible and these will have step-free pedestrian approaches

to the main entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces. Dedicated parking spaces for people with a disability will be provided in locations convenient to the entrances to the parking area.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

7. Conclusion

Having taken all material considerations into account, it is considered that subject to the completion of a legal agreement and compliance with the attached conditions, the proposed development would provide high quality affordable housing to meet an identified housing need and would result in significantly improved communal and public amenity spaces for existing and future residents. These elements are considered to attract very substantial weight in the decision-making process. The proposal has been assessed as having an acceptable impact on the character and appearance of the application site, the street scene and the locality and no significant harm has been identified on the amenities of neighbouring occupiers. The highways impact is found to be acceptable. This application is therefore recommended for approval.



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LOCATION: Beaufort Park
Aerodrome Road
London
NW9 5JH

AGENDA ITEM 8

REFERENCE: 20/0276/FUL Validated: 17.01.2020

WARD: Colindale Expiry: 17.04.2020

APPLICANT: St George (West London) Ltd

PROPOSAL: Construction of a building of part 7, part 9, part 13 and part 16 storeys to comprise 343 residential homes and 578.5sqm GIA of commercial floorspace (Use Classes A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping (AMENDED DESCRIPTION - Amendments include - Building D4 reduced from 21 storeys to 16 storeys; remainder of Building D4 reduced from 12 storeys to 9 storeys; Building D3 from reduced from 8 storeys to 7 storeys; unit numbers reduced from 393 to 343 homes; car parking reduced from 294 spaces to 267 spaces; and other associated amendments) (THE AMENDED APPLICATION IS ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT ADDENDUM).

PREFACE

The application was originally on the committee agenda in June 2020 with an officer recommendation for approval. At the time, the application comprised the following:

- Construction of a building of part 8, part 9, part 13 and part 21 storeys to comprise 393 residential homes and 578.5sqm GIA of commercial floorspace (Use Classes A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping.

Prior to the committee meeting, the applicant withdrew the application from consideration in order to address apparent concerns in respect of the height and daylight/sunlight impact of the development. The application was subsequently amended with the following main revisions to the scheme:

- Building D4 reduced from 21 storeys to 16 storeys; remainder of Building D4 reduced from 12 storeys to 9 storeys;
- Building D3 from reduced from 8 storeys to 7 storeys;
- Unit numbers reduced from 393 to 343 homes;

- Car parking reduced from 294 spaces to 267 spaces.

The current revised application is presented to members on the basis of the amended scheme comprising the description of development set out in the title section of this report.

RECOMMENDATION

Recommendation 1

The application being one of strategic importance to London it must be referred to the Mayor of London. As such any resolution by the committee will be subject to no direction to call in or refuse the application being received from the Mayor of London.

Recommendation 2

Subject to Recommendation 1 above, 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 of seeking to secure the following, subject to any changes as considered necessary by the Service Director Planning & Building Control.

- Legal Professional Costs Recovery

The Council's legal and professional costs of preparing the Agreement and any other enabling arrangements will be covered by the applicant (if necessary, can clarify that this will be an external party – Sharpe Pritchard).

- Enforceability

All obligations listed to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

- Indexation

All financial contributions listed to be subject to indexation.

- Residential Travel Plan (RTP)

- Full RTP that is ATTrBuTE and TRICS compliant to be submitted for approval at least 3 months prior to occupation of the development

- TRICS compliant monitoring within 4 months of 1st occupation and then in years 1, 3 and 5 and then every other year until 5 years after 1st occupation of the final unit.
 - RTP to be updated and resubmitted for approval within 2 months of each period of monitoring
 - RTP Champion in place at least 3 months prior to occupation and for the lifespan of the RTP until the RTP Review 5 years after 1st occupation of the final unit approved.
 - £300 per unit RTP Incentive Fund for residents to select 2 out of 3 travel incentives – bike voucher, Oyster card, car club membership/use (up to maximum of £102,900)
 - RTP monitoring fee of £15,000;
 - Car club – 2 spaces to be provided on site with a mechanism to add further vehicles if usage is recorded at 75% or above
- Employment and Enterprise

The applicant would be expected to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents. The number of outcomes (apprenticeships, work experiences, end use jobs etc) would be associated with the value of the development and would be based upon the formula set out within Appendix B (Calculating Resident Outputs for Development Schemes) of the Barnet Delivering Skills, Employment, Enterprise and Training SPD. Based, on the scheme value – the following outcomes would be secured:

Non-Financial Obligation	Outputs
Progression into Employment (unemployed under 6 months)	10
Progression into Employment (unemployed over 6 months)	6
Apprenticeships (minimum NVQ Level 2)	15
Work Experience	20
School/College/University Site Visits	113
School/College Workshops	105
Local Labour	20%

Any outcomes not delivered would be subject to a financial contribution of £20,000 per apprenticeship and £5,340 for every other employment outcome.

- Affordable Housing

Affordable housing to be provided in line with the approved affordable housing schedule set out below:

Tenure	Studio	1 Bed	2 Bed	3 Bed	By Unit	By Hab
Intermediate	0	20	26	0	46 (41.4%)	118 (36.7%)
London Affordable Rent / Affordable Rent	0	13	30	22	65 (58.6%)	204 (63.3%)
Total	0	33	56	22	111 (32%)	322 (35.4%)

Early stage review mechanism to be secured to be triggered if scheme not implemented within agreed timescale. The formula for this is set out within the Mayor's Affordable Housing SPG.

Nomination rights to be granted to LBB for all affordable rented accommodation.

- Carbon Offset Contribution

A carbon offset contribution of £325,214 to be secured in accordance with the Mayor of London's Zero Carbon target for new developments if the development fails to achieve the necessary carbon reductions. The formula for calculation of the contribution is as follows: *(CO2 emitted from the development (tonnes) per year) minus (CO2 target emissions (tonnes) per year) x £60*. This payment would be phased in installments with payment triggers linked to the development.

- Transport/Highways and Public Realm

S278 works on the public highway to improve the existing footway between the 'red line boundary' of the application site, and the extents of the frontage of the Block D site on Aerodrome Road.

A wayfinding strategy to include signage of Legible London standards or any borough adopted standard to improve legibility between the site and Colindale Station / Local Centre to be agreed by the LPA and implemented.

- Active Travel Zone

In line with the iTP London Plan Healthy Streets Approach, the applicant shall commit to delivering Active Travel Zone measures to include some or all of the following:

- shade and shelter points;
- green infrastructure, soft landscape planting, trees and places to rest;
- public artwork.

The final scope of works shall be agreed with the Council and TfL and a commensurate financial contribution based upon a costed scheme of improvements shall be made to the Council.

- Colindale Station Contribution

A financial contribution of £136,000 shall be made towards the costs of the Colindale Station upgrade works.

- Bus Stop Contribution

The applicant shall commit to providing funding for the provision of 2 bus shelters on Aerodrome Road. The final amount shall be commensurate with the cost of a costed scheme for the provision of the shelters.

- Traffic Management Order

A contribution of £2000 towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.

- Controlled Parking Zone Review

A contribution of £2500 for review of the CPZ, as well as associated consultations (pre and post development) and potential implementation to be secured.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director Planning & Building Control approve the planning application reference 20/0276/FUL under delegated powers, subject to the conditions set out within Appendix 2 of this report.

That the Committee also grants delegated authority to the Service Director Planning and Building Control, Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in their absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

MATERIAL CONSIDERATIONS

Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents, including the Core Strategy and Development Management Policies development plan documents. The Core Strategy and Development Management Policies documents were both adopted by the Council in September 2012.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies

of most relevance to the application is set out in subsequent sections of this report dealing with specific policy and topic areas. This is not repeated here.

The London Plan

The London Plan (2016) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.15 (Town Centres); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) and 3.13 (Affordable Housing Thresholds).

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water

Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land).

London's Transport

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

ITP Replacement London Plan 2017

The Draft London Plan (DLP) published November 2017 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. When adopted this will replace the London Plan 2016.

The Inspector Panel Report following the Examination in Public was published in October 2019. The Inspector Panel was broadly supportive of the majority of the DLP, subject to several changes being made. The Mayor has subsequently declared in December 2019 his 'intention to publish', accepting some but not all of the Inspector's recommendations. As not all of the Inspector's recommendations have been accepted. It is for the Secretary of State to decide whether the DLP can proceed to adoption. The 'Intend to Publish' version of the New London Plan was published on 9th December 2019. On 13th March 2020, the Secretary of State for Housing, Communities and Local Government wrote to the Mayor to request changes to the Intend to Publish Plan.

Due to the advanced nature of the DLP increasing weight should be attached to those policies which the Inspector's report considered sound and to which changes have not been directed by the Secretary of State. Nevertheless, the London Plan

2016 remains the statutory development plan until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2016 London Plan, while noting that account needs to be taken of emerging policies.

Barnet Local Plan

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)

CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

CS5 (Protecting and enhancing Barnet's character to create high quality places)

CS6 Promoting Barnet's Town Centres

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well-being in Barnet)

CS12 (Making Barnet a safer place)
CS13 (Ensuring the efficient use of natural resources)
CS14 (Dealing with our waste)
CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development standards)
DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM05 (Tall Buildings)
DM06 (Barnet's Heritage and Conservation)
DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM10 (Affordable housing contributions)
DM11 (Development principles for Barnet's town centres)
DM13 (Community and education uses)
DM14 (New and existing employment space)
DM15 (Green belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

A number of local and strategic supplementary planning guidance (SPG) and documents (SPD) are material to the determination of the application.

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)
Residential Design Guidance (April 2013)
Planning Obligations (April 2013)
Affordable Housing (February 2007 with updates in August 2010)

Strategic Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025
Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Health Issues in Planning (June 2007)
Wheelchair Accessible Housing (September 2007)
Planning for Equality and Diversity in London (October 2007)
All London Green Grid (March 2012)

Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
Affordable Housing and Viability (2017)

National Planning Guidance:

National planning policies are set out in the National Planning Policy Framework (NPPF) (2019).

The NPPF is a key part of reforms to make the planning system less complex and more accessible. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications which are considered to accord with the development plan.

The Community Infrastructure Levy Regulations 2010:

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Were permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.

Environmental Impact Assessment Regulations (2017)

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (hereafter referred to as 'the EIA Regulations') requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

The term EIA is used to describe the procedure that must be followed for certain projects before they can be granted planning consent. The procedure is designed to draw together an assessment of the likely environmental effects (alongside economic and social factors) resulting from a proposed development. These are reported in a document called an Environmental Statement (ES).

The process ensures that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the local planning authority before it makes its decision. This allows environmental factors to be given due weight when assessing and determining planning applications.

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment

(EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

The development which is the subject of the application comprises development within column 1 of Schedule 2 of the Regulations. The development is deemed to fall within the description of Infrastructure projects and more specifically urban development projects (paragraph 10(b)).

As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 5 hectares or 150 residential units.

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations. On this basis no Screening Opinion was sought from the LPA.

An informal EIA scoping request, was submitted to the London Borough of Barnet (LBB) as the relevant planning authority by Avison Young on behalf of St. George West Ltd. The Report requested an EIA Scoping Opinion (under Section 13 of the Regulations) for a proposed development at Beaufort Park. The LPA subsequently issued an informal scoping response confirming that the proposed scope of the ES was acceptable.

The original application was thus accompanied by an ES, the scope of which was agreed by the LPA, fully in accordance with the Regulations. Following the revision of the application, an ES addendum was submitted to update the relevant chapters affected by the amendments.

PLANNING ASSESSMENT

1.0 Site Description

- 1.1 The application site comprises of a 0.95-hectare site located within the Beaufort Park development. The site is currently designated as Block D to be delivered as part of the wider masterplan for Beaufort Park. The site is located to the south-east of the wider site and adjoins Aerodrome Road to the south. Building C adjoins the site to the west, Building E and Building F to the east and the Beaufort Square are of open space is located to the north of the site. To the south of the site on the opposite side of Aerodrome Road is the Colindale Gardens development (formerly the Peel Centre)

and specifically a large area of public open space within the development, Peel Square.

- 1.2 In terms of the current status of Beaufort Park, Buildings A, B, C, E and G of the development are now complete and Building F is currently under construction. The image below shows the location of Building D in red within the context of the Beaufort Park site.



- 1.3 The application specifically relates to Buildings D3 to D7 within Building D as identified in red in the image above. The remainder of Building D (D1 and D2) lies to the north and benefits from a separate Reserved Matters Consent (14/07066/RMA) to which a separate Non Material Amendment under Section 96A has been submitted which would be approved under delegated powers alongside the current application if minded for approval. Please see Paragraph 2.12 of this report for further details. The parking and podium deck within the entire Building D form part of the current application for Buildings D3-D7, however both are shared across the building (including Buildings D1-D2).

- 1.4 In terms of location, Beaufort Park has a Public Transport Accessibility Level (PTAL) ranging between 2 and 3. The site is located within 0.7 miles of Colindale Underground Station whilst there are also a number of bus stops located in proximity to the site on Aerodrome Road and Grahame Park West.
- 1.5 There are no listed buildings within the application site and the site is not located within a conservation area. There are, however, several listed buildings within 1km of the application site, including a relocated police phone box on Aerodrome Road and the Grahame White Hangar, Royal Air Force Museum aircraft hangars and Watch Tower located within the RAF Museum based to the north of the Site. The Site is situated within Flood Zone 1.

2.0 Proposed Development

- 2.1 Permission is sought for the construction of a building of part 7, part 9, part 13 and part 16 storeys to comprise 343 residential homes and 578.5sqm GIA of commercial floorspace (Use Classes A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping.
- 2.2 The application relates to Block D of the Beaufort Park development and specifically Buildings D3-D7 within the block. The application is a “drop-in” application which would supersede the extant consent for the subject buildings. The Proposed Development would provide 343 homes which would represent an uplift of 106 homes over and above that which was approved under the extant 2015 consent for Buildings D3-D8.
- 2.3 As a drop-in application, the application would supersede the details approved under the extant consent and the main changes that would arise are set out below:
- An increase of 106 homes;
 - An increase in the proportion of affordable homes from 33% to 35.4% (by habitable room) and number of affordable homes from 70 to 111.
 - Heights of the buildings have increased, as follows:
 - Building D4 from 10 storeys to 16 storeys in part;
 - Building D5 from 7 storeys to 9 storeys;
 - Building D6 from 9 storeys to 13 storeys; and
 - Building D7 from 7 storeys to 8 storeys.
 - An increase of 221.5 sqm of commercial floorspace;
 - An increase in the provision of cycle parking spaces, to accommodate the increased number of homes and changes to planning policy requirements; and

- An increase in the provision of private amenity space to accommodate the increased number of homes.

Land Uses

- 2.4 In terms of the proposed land uses, the development would predominantly comprise of residential accommodation with the following proposed mix (shown comparatively with the extant consent).

Unit Size	Extant	%	Proposed	%
Studio	28	11.8	19	5.6
1 bedroom	63	26.5	139	40.546.1
2 bedroom	112	47.3	128	37.3
3 bedroom	34	14.3	57	16.6
Total	237	100	343	100

- 2.5 In terms of affordable housing, the application proposes to provide 35.4% of the residential units as affordable with the following proposed mix.

Tenure	Studio	1 Bed	2 Bed	3 Bed	By Unit	By Hab
Intermediate	0	20	26	0	46 (41.4)	118 (36.7%)
London Affordable Rent / Affordable Rent	0	13	30	22	65 (58.6)	204 (63.3%)
Total	0	33	56	22	111 (32%)	322 (35.4%)

- 2.6 As well as the predominant residential use, the proposed development would accommodate some commercial uses at ground floor level. A total of 578.5 sqm of commercial floorspace would be provided with the application seeking permission for a flexible use of A1 to A5, B1, B2, D1 and D2 uses. The commercial space would be spread across the development as follows:

Building	Extant Consent (sqm)	Proposed (sqm)
D3	0	0
D4	0	204
D5	91	124.10

D5	74	150.64
D6	192	99.76
Total	357	578.50

Scale and Layout

- 2.7 The current application proposes building heights which would increase those of the extant consent across all of the subject buildings. The proposed heights comparative to the extant consent is set out below. The proposed heights are also shown with the reduction from the submission scheme in brackets.

	Extant Consent	Proposed
Building	No of Storeys	Height (Storeys)
D3	7	7 (-1)
D4	Part 10 Part 9	Part 16 (-5) Part 9 (-3)
D5	7	9
D6	9	13
D7	7	8
D8	7	N/A

Landscaping

- 2.8 The proposed landscaping of the development would continue the established character of the street scene and semi-private amenity spaces provided across the Beaufort Park development. The development would provide a central landscaped podium area which would accommodate a semi-private central amenity space along with private residential terraces.

Car and Cycle Parking Provision

- 2.9 The proposed car parking provision for the development would be accommodated with a lower ground, upper ground and first floor level within the three storey undercroft car park. The car parking is shared across the entire D Block. The car parking provision would be as follows:

Type	Extant Consent	Proposed
Accessible (Blue Badge)	32	27
Standard	290	240
Total	322 (D1-D8)	267 D1-D7)

- 2.10 As set out, 10% of the residential spaces will be for blue badge holders and these are positioned throughout the car park, but mainly focused towards the core entrances. Electric car parking will also be provided at 20% active provision and 80% passive provision.
- 2.11 In terms of cycle parking, the development would provide 878 cycle spaces including 12 short stay spaces provided externally and 4 long stay spaces provided internally for the commercial units.

Non-Material Amendment Application

- 2.12 This full application is submitted concurrently with a *Non Material Amendment (NMA) which seeks to amend the approved Reserved Matters consent for Buildings D1 and D2.*
- 2.13 The NMA proposes minor internal and external changes to Buildings D1 and D2 to align with the Application for Buildings D3-D7. Internal layout changes include a revised mix of homes whilst retaining the same number overall. The NMA also proposes some minor amendments to balcony and window positions on the east, west and south elevations and internal courtyard elevations of Buildings D1 and D2 to ensure consistency with the facades proposed by the Application for Buildings D3-D7.

3.0 Relevant Planning History

- 3.1 On the 8th April 2005 outline planning permission (ref: W00198AA/04) was granted for a major mixed use development of 2,800 homes and 7,850 sqm of commercial floorspace (use class A1 to A3, B1, D1 and D2) of the former RAF East Camp Site, Hendon, now known as Beaufort Park. The following description of development was approved:

“Redevelopment of Site comprising 2800 residential units (Class C3), approximately 7850 sqm of retail (Class A1), financial and professional services (Class A2), food and drink (Class C3), business (Class B1), leisure and community (Class D1 and D2) uses and driving test centre (sui generis) with associated landscaped open space, car parking and access arrangements (OUTLINE)”

- 3.2 On 20th August 2009 full planning permission was approved for erection of 190 homes and 799 sqm of commercial floorspace (use class A1 to A5 and B1 use) with associated access and car parking for Building C3, C4 and C15, following the relocation of the watchtower building to the adjoining RAF museum.

- 3.3 Following the grant of outline planning permission in 2005 and full planning consent for Building C in 2009, a number of Reserved Matters Applications and details pursuant to condition 6 have been approved in relation to all buildings across the site. In addition, a number of amendment applications have been submitted and approved. A number of these buildings are completed and now occupied.
- 3.4 Beaufort Park as consented currently comprises 3,231 homes, including 2,595 private homes and 636 affordable homes, once the construction of each of the approved buildings has completed. Since starting on Site in 2006, St George has constructed 2,468 homes (78% of the total number of homes), including 566 affordable (89% of total number of affordable homes). Approximately 763 homes remain to be constructed, including 70 affordable homes.
- 3.5 In specific relation to Block D, Reserved matters were approved on 12th November 2009 (ref: H/02713/09) for 350 homes.
- 3.6 Further to the approval of the Reserved Matters application, Buildings D3-D8 were the subject of a separate full drop-in application (ref. 14/07064/FUL) which was approved on 21st April 2015 for the following:
- “Construction of a building of 6 cores of up to 10 storeys to comprise 237 residential homes and 357 sqm GIA of commercial floorspace (A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping (This application is accompanied by an Environmental Statement).”*
- 3.7 This permission has been implemented and remains extant and is referred to in this Statement as the “Extant Permission”.
- 3.8 An application (ref.19/3370/FUL) was submitted on 14th June 2019 for Full Planning Permission in relation to Building D for the following works:
- ‘Construction of a building of part 8, part 9, part 13 and part 21 storeys to comprise 413 residential homes and 578.5 sqm GIA of commercial floorspace (Use Classes A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping.’*
- 3.9 The application was withdrawn on 14th October 2019.

4.0 Consultations

- 4.1 As part of the original consultation exercise, 2293 letters were sent to neighbouring occupiers with 220 objections and 2 letters of support subsequently being received. Following revisions to the scheme, a further consultation was undertaken in August and September 2020 with all original neighbours consulted again. As a result of the additional consultation, a further 70 objections and 1 letter of support were received. 36 of these objectors (51%) are repeat objectors.

Summary of Neighbour Objections

- 4.2 The material planning considerations contained within the objections received from neighbouring residents can be summarised as follows. For the sake of brevity, objections have been summarised and categorised for officer response. The objections listed relate to the revised scheme which is the subject of this report.

Objection	Officer Response
The proposals are a major change to the outline planning permission and residents chose to purchase flats based upon this. Major changes to the outline planning permission are unacceptable.	There is no planning policy or legislation which restricts the Applicant's ability to apply for new planning permissions, or indeed to amend existing planning permissions relating to Beaufort Park. The LPA have a statutory obligation to consider planning applications on their own merit.
The application represents overdevelopment and proposes and excessive density of development	<p>Whilst the proposed density exceeds the optimum densities set out within the current London Plan density matrix, the development has been subject to a design-led approach in line with the Draft London Plan.</p> <p>Beaufort Park as originally consented was a high density site; the original Beaufort Park masterplan approved 2,800 homes, at a density of 275 dph. Beaufort Park as currently consented comprises 3,231 homes. Accordingly, the existing density of the wider Beaufort Park masterplan area is 317 dph. As originally submitted, the scheme would have represented an uplift of 156 homes and an increase in the site wide density to 327 dph (an increase of only c.5%). Following</p>

	<p>revisions to the scheme, the development will now deliver an uplift of 106 homes. This is a reduction of 50 homes in comparison to the proposals as submitted in January 2020 and a reduction of 12.7% in total home numbers within Buildings D3-D7.</p> <p>It is also important to note that the London Plan also outlines that the density matrix should not be applied mechanistically. Officers consider that the proposed density is acceptable and the density of the scheme is assessed fully within Section 6.0 of this report.</p> <p>In terms of overdevelopment, the environmental, townscape, transport and social infrastructure capacity of the area has been assessed and considered and these assessments have not identified any negative impacts arising from the proposed development. These are all discussed within the relevant sections of this report.</p>
The height and scale of development is excessive.	<p>The site is located within the Colindale and Burnt Oak Opportunity Area which is considered to be an area suitable for the delivery of tall buildings, as reflected in the London Plan and in Policy CS5 of the Local Plan.</p> <p>Since the grant of outline planning permission for Beaufort Park in 2005 and the extant drop-in 2015 consent, the character of Colindale has developed and the area now includes a number of tall buildings including those within Colindale Gardens (up to 25 storeys) and the proposals at Colindale Station where consent has recently been granted for a residential building of 29 storeys</p>

	<p>The immediate context of the development has also changed since the extant permissions were consented and the Peel Square public open space has been implemented immediately to the south of Block D. The open space creates a visual gap to the south of the application site which is enhanced by the pedestrian way creating a clear legible linear route leading directly to the site of the tallest element of the proposed development. Since the application was originally submitted with a maximum height of 21 storeys, the applicant has responded to concerns to reduce the height to 16 storeys in this location. This height is largely commensurate with the height of the tall building opposite on Aerodrome Road within Colindale Gardens.</p> <p>Officers consider that the context to the south and the manner in which it has created a linear focus on the southern end of the application site creates clear opportunity for a taller marker building to be situated aligned with the linear route. The 16-storey element of the development would thus significantly enhance the legibility of the immediate context.</p> <p>The proposed heights are therefore considered to be appropriate within the context. A tall building assessment is undertaken in Section 9.0 of this report.</p>
<p>The scheme incorporates poor design and architecture.</p>	<p>The proposed new building designs have sought to respect the existing context of Beaufort Park whilst responding to the emerging built context of surrounding developments, including Colindale Gardens with its' predominantly brick aesthetic. Whilst it is important that the proposed building reflects the character of the existing</p>

	<p>Beaufort Park masterplan, its location directly opposite Colindale Gardens means that the building will be read in the wider context of Aerodrome Road.</p> <p>The design changes are considered to improve the appearance of the buildings by proposing a simpler and more contemporary architecture, whilst still having regard to the original principles established in the Beaufort Park masterplan and include:</p> <ul style="list-style-type: none"> - Façade materials which create a contemporary appearance with buff brick that blends with existing and consented adjacent schemes including the wider Beaufort Park masterplan and Umber Court within Colindale Gardens; - Architectural features including stacked balconies and parapets have been introduced to Building D4 to add emphasis and punctuation to its height; - A stepped approach to the façade elevations has been adopted, using grey brick in recesses to reduce the overall perceived scale of the building; - Hard and soft landscaping is also proposed which will continue the established character of the high quality landscaping within Beaufort Park; - Provision of high quality public realm within the ownership boundaries and provision of a linear park to the south of Beaufort Park Square, which ties in with
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	<p>aspirations for the wider Colindale area;</p> <p>The proposals have been designed within the same footprint as the Extant Permission with the exception of a minor realignment of the Building along Aerodrome Road. As such, the layout of the masterplan remains unaltered and there will therefore be no severance of Buildings E and F.</p> <p>Officers consider that the scheme is well designed and would fit in well within its context. The design of the scheme is discussed fully in Section 9.0 of this report.</p>
<p>The development would have an unacceptable daylight and sunlight impact on surrounding properties.</p>	<p>In terms of daylight, in assessing the submission scheme the only neighbouring receptors where there would have been a less than 50% compliance in terms of VSC was in Building E1, E7 and E8 (25%) and in Building D1 and D2 (48%). In respect of Building E1, E7 and E8, 90 (46%) of the 177 windows which were shown to fall short of the guidelines would experience VSC losses of between 0.79 and 0.6 times their former value whilst 37 out of 54 (69%) windows falling short of the guidelines in Building D1 and D2 would also experience losses above the 0.6 threshold demonstrating that they only fall marginally short of the recommended VSC values.</p> <p>The applicant sought to address concerns relating to the daylight impact of the submission scheme with Building D4 being reduced from 21 storeys to 16 storeys, the D3 shoulder being reduced from 12 storeys to 9 storeys and the D3 link block being reduced from 8 storeys to 7 storey</p>

	<p>As a result, the overall percentage of neighbouring property windows meeting the guidelines for VSC has increased significantly from 58% to 69%, the daylight distribution adherence rate has increased from 62% to 75% and the ADF adherence rate has increased from 55% to 59%. When considering Block E in isolation an even greater improvement can be seen, with the VSC adherence rate doubling, experiencing an increase from 25% to 50%. The daylight distribution results also see a significant increase in adherence from 40% to 71%.</p> <p>In terms of sunlight, officers consider that, in the whole, the development would achieve a good level of compliance in terms of sunlight. Where there are lower levels of compliance such as in Buildings C8 and C8A, the levels are still above 50%. Again, where there are lower levels of compliance this must be balanced against the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Colindale Regeneration Area. On this basis, officers consider that the sunlight impact of the proposed development would be acceptable.</p> <p>The daylight/sunlight impact of the development is discussed fully in Section 10 of this report.</p>
<p>The development proposes inadequate levels of parking and would increase parking stress within Beaufort Park.</p>	<p>In terms of parking, the consented parking site wide ratio for Beaufort Park is currently 0.7 spaces per home. The proposed scheme reduces this to 0.66 spaces per home (site wide ratio) and 0.55 spaces per unit within Building D which is considered to be a minor reduction and is in accordance with the maximum standards set out in LB Barnet's policies, including Policy 3.5 of</p>

	<p>the CAAP which encourages a lower provision of 0.7 spaces per home. In addition, adopted and emerging London Plan policy supports reducing parking delivery further; London Plan Policy 6.13 aims to achieve an appropriate balance between promoting new development and preventing excessive car parking provision and states that all developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit. Draft London Plan Policy T6 further reinforces this approach, stating that car free development should be the starting point for all development proposals in places that are well connected by public transport. In addition, the Draft Local Plan seeks, within Draft Policy TRC03 to reduce the standards set out in the adopted Local Plan indicating that the direction of travel within LBB is to reduce car parking provision. It should also be noted that LBB Highways and the GLA have requested a lower parking provision (see Paragraph 4.6).</p> <p>Furthermore, comprehensive survey work was undertaken to support the planning application which demonstrated that there is spare capacity within the wider site to accommodate parking as a result of the additional homes. The assessment also analysed car ownership levels and the data illustrated that car ownership levels have been decreasing in Barnet and in comparable areas between 2001 and 2011 and further reductions can be expected between 2011 and 2019. Likewise the proportion of car free households has increased. This demonstrates that the need for parking is likely to decrease in the future, supporting a lower ratio, although the</p>
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	<p>spare capacity can accommodate additional cars in any case.</p> <p>Additional car parking survey work has been undertaken since the application was submitted which further assesses parking demand within the site. This demonstrates that there is 27-28% spare capacity across the site. This does not include the additional car parking spaces that are proposed within the basement of Building D and future residents of Building D will not be permitted to park elsewhere in Beaufort Park. There will therefore be no impact on the number of spaces available to existing residents.</p> <p>It is likely that visitors to the development will be travelling by public transport. For those driving Pay and Display bays on street around the Estate can be used. Should they be travelling by bike 1 visitor cycle spaces will be provided externally within the public realm at ground level. 4 spaces are also provided externally for the commercial uses in addition to 4 internal spaces.</p> <p>Car Parking is fully discussed in Section 15 of this report.</p>
The general public use the roads within Beaufort Park as a cut through and the proposals will make this situation worse.	Access through the site is an existing situation which is dictated by the extant 2005 consent. The current drop-in application does not propose to alter the road network within or outside of the site. On this basis, officers consider that the proposed development would not exacerbate the current situation.
The development would result in an unacceptable impact on local infrastructure.	The Socio-Economics assessment submitted as part of the Environmental Statement has considered the impact of the proposed additional homes on education provision, healthcare, and

	<p>open space and the conclusions of this demonstrate that there will be no significant adverse impacts as a result of the proposed development.</p> <p>The scheme will be liable to the Community Infrastructure Levy, and will generate additional payment of c. £6.5million comprising £4.6m extra LBB CIL and £1.9m extra Mayoral CIL which will fund strategic highways/junction improvements, town centre improvement projects, education facilities, health facilities, community and leisure facilities, and parks and open spaces. The applicant will also be required to enter into a section 106 obligation to secure the mitigation measures set out in Recommendation 2 above.</p>
The consultation exercise for the application was inadequate.	<p>The LPA has fulfilled statutory obligations in respect of the consultation undertaken which meets with the requirements of the DMPO.</p> <p>In addition, prior to the submission of the application St George was committed to consulting with the community in respect of the proposals for Beaufort Park. A number of consultation methods were used to allow the development team to gauge the local community's perception of the proposals and relay any comments or discussion points to St George to review against the proposals.</p> <p>These include contact with the local elected representatives and two public consultation sessions in May 2019. After the consultation events, which were not well attended, a follow up letter was delivered to all residents at Beaufort Park in June 2019. This letter summarised the proposals and provided a link to a dedicated website where all</p>

	<p>the relevant material was provided along with a contact address for feedback.</p> <p>A meeting with the Beaufort Park Residents Association was also held in June 2019 between the executive committee and members of the St George project team, providing an opportunity to further discuss the proposals and any concerns raised. A follow up meeting was held In October 2019 to inform the Residents Association of the withdrawn application and the proposed submission of the amended proposals.</p> <p>Letters were sent confirming details that the application was withdrawn in October 2019 and a letter confirming the application had been re-submitted was issued in February 2020.</p> <p>Most importantly, the applicant has revised the application and reduced the height of the development in direct response to the serious concerns at the previous height.</p>
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Responses from External Consultees

4.3 The responses received from external consultees can be summarised as follows:

Consultee	Response
Metropolitan Police – Designing Out Crime Officer	No objection subject to an application requiring that the application attains Secured by Design certification.
Matthew Offord MP	<p>An objection to the submission scheme was received based on the following:</p> <ol style="list-style-type: none"> 1. Like the previous application for the site, it is a considerable divergence from the master plan which was agreed with LBB. The

	<p>height and density constitutes a significant overdevelopment within the Aerodrome Road Corridor and will have an adverse impact on the skyline and wider area;</p> <ol style="list-style-type: none"> 2. A building of 21 storeys will completely alter the appearance, symmetry and attractiveness of Beaufort Park, it will dominate a development which is mid-rise not high rise; 3. The view of Beaufort Park from Aerodrome Road would be wholly altered by a tower block of 21 storeys; 4. The 21 storey building will overshadow and block the sun from a number of existing properties as well as the main park of the development; 5. The proposals will introduce high-rise, high density living which was never intended for Beaufort Park. The number of homes per hectare will increase significantly. This will put significant additional pressure on local infrastructure particularly in light of other developments taking place in the area. The development would also increase pressure on existing communal areas/open spaces. 6. Parking provision on the estate is already at a premium and these proposals will reduce the parking ratio further and put further pressure on local roads which are already at capacity. <p>I am most concerned at the extent to which the application would depart from the original plan for Beaufort Park. The proposals will have a detrimental effect on the visual aspect of Beaufort</p>
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	<p>Park and will have an adverse impact on the quality of life for residents.</p> <p>It should be noted that no further objection was received following the revision of the scheme.</p>
Thames Water	No objection subject to condition on piling.
Greater London Authority	<p>Stage 1 Response (strategic issues summary).</p> <p><u>Principle of development:</u></p> <p>The proposal for new homes and commercial space in the Colindale and Burnt Oak Opportunity Area is supported (paragraphs 20-22). Housing: 35% of the scheme by habitable room (32% by unit) is proposed as affordable housing, split 66%/34% London Affordable Rent/shared ownership. This offer accords with the 35% threshold for the Fast Track Route as set out in Policy H5 of the Mayor's intend to publish London Plan and so is supported. Grant funding must be investigated and further detail on the affordable rent levels and the shared ownership income thresholds should be provided before the proposal can be considered under the Fast Track Route. If eligible for the Fast Track Route, an early stage review must be secured.</p> <p><u>Urban design and heritage:</u></p> <p>The general layout, height and massing are supported in principle; however, the Council should clarify if the adverse daylight and sunlight impacts on Building E are acceptable before the tall building is acceptable. The applicant should incorporate individual direct entrances at ground floor, address the</p>

	<p>daylight impacts on the single aspect north facing units, provide inset balconies above the tenth storey and consider an extra core within Building D3. A fire statement should be prepared and submitted before the application is referred back to the Mayor at Stage 2. Less than substantial harm is caused to the significance of the Grade II listed Grahame-White Watch Tower and Office and the RAF Museum which is outweighed by the public benefits of affordable housing and new homes and jobs in the Opportunity Area.</p> <p><u>Transport:</u></p> <p>A contribution towards the Colindale station upgrade scheme should be secured once the amount is confirmed. The level of car parking should be reduced. Measures to support active travel and delivery of the Ten Healthy Streets indicators within the development and on local streets should be secured. Further information on air quality, energy, water and urban greening is required.</p> <p><i>Following the Stage 1 response, further information was provided by the applicant to address the outstanding matters relating to design and energy/sustainability were provided to the satisfaction of the GLA.</i></p>
London Fire Brigade	Satisfied with the proposals in terms of fire access and no objections.

- 4.5 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report and have been conditioned where necessary.

Responses from Internal Consultees

4.6 The responses received from internal consultees can be summarised as follows:

Consultee	Response
Environmental Health	No objections subject to conditions on contaminated land, noise and air quality.
Transport and Highways	<p><u>Proposed Development – Summary</u> 343 residential units with 578.5sqm of commercial units (use class A, B and D). 267 car parking spaces at a ratio of 0.55 spaces per unit. 2 loading bays, one on the west and one on the east side of the development, situated appropriately to best serve the commercial, and residential, uses on site.</p> <p><u>Car Parking & Travel Demand</u> The site is located within the Colindale area CPZ, however there are no streets within a 200m walk distance that could accommodate residents parking (as per the Lambeth Methodology) and as such we do not have any concerns relating to this.</p> <p>The applicant has proposed a parking ratio for the residential properties in the region of 0.55 spaces per unit which is commensurate with the approved parking levels at Colindale Gardens opposite the site.</p> <p>As a minimum, we request compliance to the maximum standard of 0.5 spaces per dwelling, taking account of the following points:</p> <ul style="list-style-type: none"> - Colindale Gardens was initially approved with a site wide parking ratio of 0.71 spaces per dwelling which was later reduced to a ratio of 0.55 via a s73 earlier this year. - The 0.27 per unit car ownership levels noted reflect a relatively new / uncompleted scheme so I am not sure

	<p>that we can establish long term travel patterns for the site at this stage.</p> <p>- Although sustainable travel measures are proposed, the site still has a PTAL value of 2 whilst the Colindale Gardens site general has a higher PTAL value (ranging between 1b to 5 and improving upon completion).</p> <p>We request that the applicant make this revision to their car parking provision accordingly.</p> <p>The proposed development is located on Aerodrome Road, to the eastern side of the Beaufort Park development, opposite Colindale Gardens. The site has a moderate PTAL of 2, but benefits from being within a 12min walking distance of Colindale LUL Station. The site also benefits from frequent bus services which pass to the south and the north of the Beaufort Park site as a whole. Please see further information in the 'Stations' section below.</p> <p>Two car club spaces with an appropriate on-street position are to be agreed and funded by the developer. Monitoring of the use of these car club vehicles will occur as part of the Travel Plan process, and if it is found that additional car club bays / vehicles are required to support the development we would expect that additional bays and vehicles will come forward.</p> <p>A car parking management plan, which sets out how the various car parks and disabled parking will be managed, including ensuring that disabled spaces are allocated on the basis of need and not attached to a particular flat or leased long term, should be secured by condition. Disabled / Accessible parking spaces are to be provided to Draft</p>
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	<p>London Plan standards throughout the proposed development.</p> <p><u>Stations</u></p> <p>We have not identified any significant impacts at Colindale LUL Station and it should be noted that this proposal is for 106 additional units over and above those already approved as part of the original outline application for the Beaufort Park site.</p> <p><u>Pedestrian and Cyclist Access</u></p> <p>The applicant has presented an Active Travel Zone assessment for the development. The ATZ includes a review of the key links around the Colindale area itself and highlights issues with accessibility along Colindale Avenue, particularly past Colindale LUL Station toward the A5 which is more likely to be used as a route for pedestrian and cyclists to reach the numerous major food stores which are located in this area.</p> <p>Pedestrian and Cyclist passage through Colindale Avenue during peak times is notably challenging due to congestion on both the footways and carriageway, however this again eases after Colindale LUL Station is passed. The LBB scheme to improve Colindale Roundabout and Colindale Avenue itself should assist with improving both of these situations, however the timescales for these projects are presenting unclear.</p> <p><u>Cycle parking</u></p> <p>To be provided to London Plan and LCDS Standards. The applicant has worked toward improving the cycle parking offer for Block D and will now provide a much wider range of cycle</p>
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	<p>stand types and improvements to aisle widths and layout, so that the accessibility of the stores is improved and to ensure that all residents can find a suitable space to securely leave their bicycle.</p> <p>The applicant have also committed to providing bicycle maintenance stands and pumps in fixed locations within stores, on the basis that at least 1 of each of these are available to all residents regardless of their tenure. This is supported and we are happy to accept the revised cycle parking proposals.</p> <p>The majority of the cycle stores are accessed from inside the Block D residential car park, with a segregated pedestrian / cyclist access route provided to enter this car park. This is acceptable.</p> <p>Cycle parking for the Commercial units can be Conditioned and accommodated within the curtilage of each unit, or alternately, immediately outside the unit in the publicly accessible private realm.</p> <p><u>Buses</u></p> <p>The development proposals will result on an additional 13 bus trips during the AM peak, and 13 additional trips in the PM peak. We do not envisage that this would create any issues for the existing bus services around the Beaufort Park site.</p> <p><u>Freight</u></p> <p>It is proposed that deliveries and servicing take place from within the Beaufort Park site, and loading facilities are being provided on both sides of the</p>
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	development to facilitate these activities. A full A Delivery and Servicing Management Plan will need to be secured by conditioned. A Demolition and Construction Management Logistics Plan (DMLP/CMLP) should also be secured by condition.
SUDS/Drainage	Recommended that a revised SUDS document is secured by condition prior to the application commencing.
Arboricultural Officer	No objection subject to condition on landscaping.
Affordable Housing	The development should provide 40% affordable housing with a ratio of 60:40 tenure in relation to affordable rent and intermediate homes respectively.

- 4.7 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report and have been conditioned where necessary.

PLANNING ASSESSMENT

5.0 Principle of Development

- 5.1 The application site represents Block D of the consented Beaufort Park development which has consent to deliver 3,231 homes across the wider masterplan. The site is located within the Colindale Regeneration Area and within the Aerodrome Road Corridor of Change where residential redevelopment is promoted through Policy CS1 with 8,100 new homes expected in the Colindale Regeneration Area by 2026. Block D of Beaufort Park also benefits from an extant drop-in consent which comprised an uplift in residential units along with commercial units at ground floor level. Officers consider that there is therefore clear precedent for the proposed principle land uses and mix as well as the principle of the intensification of the residential component of the development.
- 5.2 The Proposed Development includes 578.5 sqm of commercial floorspace at the ground floor fronting Aerodrome Road. Whilst this would represent an increase of

221.5 sqm over the consented permission, as set out above the principle of the inclusion of ground floor commercial uses to Aerodrome Road was established in the outline planning permission and extant planning permission. The proposed quantum, although increased slightly from the extant consent, is limited and would serve the need generated by occupiers of the development and local community and the residents of neighbouring developments including Colindale Gardens.

6.0 Residential Density

- 6.1 London Plan policy 3.4 seeks to optimise the housing output of sites taking into account local context and character, the design principles in chapter 7 of the London Plan and public transport capacity. Taking into account these factors, Table 3.2 of the London Plan sets out a density matrix which serves as guidance for appropriate densities in different locations dependent on the aforementioned factors.
- 6.2 It should be noted that the Draft London Plan, takes a less prescriptive approach and Policy D3 states *inter alia* that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D6 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.
- 6.3 Beaufort Park is also identified in the Colindale Area Action Plan as targeting densities ranging from 120 dwellings per hectare (dph) to 150 dph. The application site is best described as 'urban' defined within the London Plan as "areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes". The Site has a Public Transport Accessibility Level (PTAL) ranging between two and three.
- 6.4 The density of the proposed development across all phases would equate to 327 dph compared to the existing site density of 317 dph. The optimum density range for a site such as this as set out within the London Plan density matrix (London Plan – Table 3.2) would be between 45 and 170 units per hectare. The proposed density is therefore in excess of this optimum range.
- 6.5 The proposed density of the site, accounting for the uplift by 106 homes, increases the site wide density of the masterplan to 327 dph (an increase of only c.5%).

Furthermore, it is also relevant to note that the number of proposed homes has been reduced by 50 in comparison to the proposals as submitted in January 2020. This is a reduction of 12.7%.

- 6.6 Furthermore, the London Plan Housing SPG sets out that development which exceeds the density ranges will not necessarily be considered unacceptable but will require particularly clear demonstration of exceptional circumstances and a sensitive balance must be struck. The document goes on to state inter alia that where proposals are made for developments above the relevant density range they must be tested rigorously, taking particular account of not just factors such as dwelling mix, design and quality, physical access to services and the contribution of the scheme towards 'place shaping'.
- 6.7 Whilst still an emerging document, Policy D3 of the draft London Plan also places a greater emphasis on a design-led approach being taken to optimising the development capacity of a particular site and to make the best use of land, whilst also considering the range of factors set out in the preceding paragraph. Policy D4 of the emerging draft London Plan requires additional design scrutiny of schemes which exceed the optimum density ranges. The application is therefore consistent with the draft London Plan policies on density and design.
- 6.8 In this case, the application site has been subject to a design-led approach to optimise the potential of the site with cognisance of the factors outlined above. Whilst full assessment is set out within the relevant sections of this report, in all respects officers consider that the scheme delivers a high-quality development which fully justifies an increased density. The London Plan also outlines that the density matrix should not be applied mechanistically and in this case it is considered that, notwithstanding the proposed density being in excess of the optimum range, it is appropriate for the site and in accordance with Policy 3.4 of the London Plan and in accordance with the strategic objectives for housing delivery within the Colindale Regeneration Area.

7.0 Residential Standards and Living Quality

- 7.1 A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan Ch1 'Context and Strategy', Ch2 'London's Places', Ch3 'London's People', and Ch7 'London's Living Places and Spaces', and is explicit in policies 2.6, 3.5, 7.1, and 7.2. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the

Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD and CAAP policy 5.2.

Dwelling Mix

- 7.2 Policy DM08 of the DMP – DPD states that new residential development should provide an appropriate mix of dwellings and with regards to market housing states that 4 bedroom units are the highest priority and 3 bedroom units are a medium priority.
- 7.3 The development proposes 343 residential units with the following mix of units (shown comparatively with the extant scheme):

Unit Size	Extant	%	Proposed	%
Studio	28	11.8	19	5.6
1 bedroom	63	26.5	139	40.5
2 bedroom	112	47.3	128	37.3
3 bedroom	34	14.3	57	16.6
Total	237	100	343	100

- 7.4 It is considered that the scheme comprises a good mix of housing types and sizes, including a good level of larger family sized units, which have been increased as a proportion above the extant scheme. Whilst there is a larger proportion of 1-bedroom units, this is considered to be appropriate given the site's characteristics and location. This is also counterbalanced by an increase in the number of 3-bedroom units. Officers therefore consider the proposed dwelling mix to be acceptable and in accordance with Policy DM08 of the Local Plan.

Residential Space Standards

- 7.5 Table 3.3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in the table below, which shows the areas relevant to the units proposed within the development:

	Dwelling Type (bedrooms/persons)	Minimum Internal Floorspace (square metres)
Flats	1 bed (2 persons)	50
	2 bed (3 persons)	61
	2 bed (4 persons)	70
	3 bed (5 persons)	86

- 7.6 All of the proposed units would at least meet and in most cases would exceed the minimum standards, providing a good standard of accommodation for future occupiers.

Wheelchair Housing

- 7.7 Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst Policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan policy 3.8.
- 7.8 The applicant's Planning Statement sets out that 10% of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable and a condition is attached which would secure these wheelchair units.

Amenity Space

- 7.9 Policy 3.5 of the London Plan states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. In addition, Policy 3.5 states that Local Development Framework's should incorporate minimum space standards that conform to those set out in the London Plan and the Mayors Housing SPG. This approach is continued in Draft London Plan Policy D6.
- 7.10 Barnet's Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements. The minimum requirements are set out in the table below:

Outdoor Amenity Space Requirements	Development Scale
For Flats: 5m2 of space per habitable room	Minor, major and large scale
For Houses: 40m2 of space for up to four habitable rooms 55m2 of space for up to five habitable rooms 70m2 of space for up to six habitable rooms 85m2 of space for up to seven or more habitable rooms	Minor, major and large scale

Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder
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- 7.11 The development proposes a mix of private and communal amenity areas. Communal amenity space would be provided for the residents of the development semi-private space at podium level. Private amenity spaces would be provided through external balconies to each of the units, all of which meet or exceed the standards as set out in the Mayor's Housing SPG. Block D also sits adjacent to Beaufort Square, a central area of public open space within the wider development.
- 7.12 In light of the provision above, officers consider that the development would be fully policy compliant in terms of amenity space provision.

Children's Play Space

- 7.13 London Plan Policy 3. 6 and draft London Plan Policy S4 require development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG and draft London Plan Policy S4 expect a minimum of 10 sqm. per child to be provided in new developments.
- 7.14 The child yield for the Proposed Development has been calculated in accordance with the GLA's Shaping Neighbourhood's Play and Informal Recreation SPG. A total of 930 sqm of play space for 0-11 year olds is provided on-site split across the park to the north of Buildings D1 and D2 and on the podium which is compliant with the calculated yield. The space will include features which provide opportunities for playful interaction. This would be landscaped to a high quality and include areas of informal play for children as well as forming a pleasant pedestrian route through the development and a place to sit, meet and relax.
- 7.15 Child play space should also be considered in the context of the play facilities in the wider Beaufort Park development which provides opportunities for play for all ages, including 12+ years. This includes the residential square (5,112 sqm), a Local Equipped Area for Play (LEAP) (497 sqm) a Local Area for Play (LAP) (143 sqm) and a MUGA (Multi Use Games Area) (398 sqm) located across the wider Site which offer opportunities for play for children of all ages. This totals 6,150 sqm of communal amenity space in addition to the extensive high quality public realm provided across the Beaufort Park Site. Further detail can be found in Section 10 of the Design and

Access Statement. In addition, a planning obligation will be secured which will contribute towards the provision of play facilities.

- 7.16 The Site also has a number of parks within reasonable walking distance including Sunny Hill Park, Silkstream Park, Colindale Park, Rushgrove Park and Copthall Playing Fields which residents would be able to access. On this basis, the proposed playspace provision is considered acceptable.

Privacy

- 7.17 Policy DM01 of the Local Plan requires that development have regard to the amenity of residential occupiers. In this regard it is necessary to consider the design of the scheme and the privacy that would be afforded to future occupiers of the development.
- 7.18 Within the internal courtyard area, there would be separation distances of 34 metres and 56 metres between the north/south and east/west facing elevations respectively. Both of these separation distances would be well in excess of the SPD minimum distance of 21 metres for facing windows. Whilst there would be shorter perpendicular separation distances, any harm would be mitigated by the oblique nature of the views and by the proposed privacy screens, details of which would be secured by condition.

Outlook

- 7.19 In terms of outlook, as set out above the windows within the internal courtyard area, would have separation distances of 34 metres and 56 metres between the north/south and east/west facing elevations respectively. Again, this is well in excess of the recommended minimum separation distance and would provide a good quality of outlook for residents.

Daylight/Sunlight and Overshadowing

- 7.20 A 'Daylight and Sunlight Within' report from Anstey Horne was submitted in support of the application assessing the light within the proposed new dwellings. This report assesses the daylight, sunlight and overshadowing relating to the proposed scheme against the BRE Guidelines. Following the scheme revisions and the reductions in building heights, the document was superseded by revised report modelling the new massing. It should be noted that the BRE Guidance is not intended to be applied rigidly. Furthermore, when considering the impacts, it is important to note the design constraints of the Block D development site. The site has been earmarked for

development since the outset of the Beaufort Park regeneration and the perimeter block layout in which Block D sits provides a limited space for the final infill block. The footprint of the proposed building is fixed by the existing layout of the masterplan and the distance between the buildings has been retained as per the extant permission.

7.21 In terms of daylight, the primary method of assessment as set out in BRE guidance for daylight levels within a proposed development is to ascertain the Average Daylight Factor (ADF) which represents the mean daylight factor on the horizontal working plane inside the room and is a measure of the overall amount of daylight in a space. The target ADF for the different habitable room uses are as follows:

- Bedrooms 1%
- Living Rooms 1.5%
- Kitchens 2%

7.22 The ADF results as set out in the revised Anstey Horne document sets out that 26 (30%) of the 88 LKD's, which contain the primary living space, will achieve the recommended minimum 2% ADF target. Whilst this appears to be low, this figure should be viewed in the context of the ADF results of the extant consent where 4 (12%) of the 33 LKD's tested would achieve 2% ADF target. It also represents an improvement of 3% compliance over and above the submission scheme which achieved an adherence of 27%. Whilst there are more windows assessed given the scaled-up nature of the current proposals, it is clear that as a proportion, the ADF compliance as a percentage would be increased over and above the baseline set by the extant consent.

7.23 It is also important to note that all of the rooms tested have their main windows located beneath balconies which provide the requisite private amenity space but which inevitably would reduce access to daylight in the windows below. The results must also be considered in the context of the depth and multifunctional nature of the LKD's with the primary living space being located closest to the window and therefore receiving a higher level of daylight. This aligns with BRE guidance which sets out that non-daylit internal kitchens should be avoided wherever possible, but that if the layout means that a small internal galley-type kitchen is inevitable, it should be directly linked to a well daylit living area.

7.24 Based on the abovementioned factors and the fact that the daylight results would represent an improvement (as a percentage) over the baseline position, officers consider that the daylighting of the proposed scheme would be acceptable.

- 7.25 In terms of sunlighting, the primary method of assessment as set out in BRE guidance is to assess Annual Probable Sunlight Hours (APSH). BRE guidance recommends that interiors where the occupants expect sunlight should receive at least one quarter (25%) of the available APSH, including at least 5% of APSH in the winter months between 21 September and 21 March.
- 7.26 The revised Anstey Horne document sets out that 51 of the habitable rooms were tested for sunlight and the APSH results confirm that 21 rooms (41%) would achieve the recommended 25% APSH with 5% available in the winter months. 12 (24%) of the 51 rooms tested achieve or exceed the 5% winter sunlight target but have total APSH below the target of 25%. 8 of these rooms would have total APSH of between 20% to 24% despite the presence of the balcony over.
- 7.27 As with the daylight assessment, it is important to consider these results in the context of the baseline position provided by the extant consent. In the 2015 consent, 11 (44%) of 25 rooms would have achieved the recommended APSH compliance. Whilst the current proposals demonstrate a slightly lower compliance level, the results are not significantly dissimilar to the extant consent. It is also important to note that the 41% level of compliance represents an additional 12% compliance over and above the submission scheme, further demonstrating the positive nature of the revisions to the scheme.
- 7.28 Again, all those rooms that do not achieve both APSH targets have their window sited below a balcony, which inevitably limits the level of sunlight available to the room below. The lower levels of compliance must also be balanced against the high density urban environment of the location, the wider benefits of the scheme and the strategic context of the site. With these factors in mind, officers consider that the sunlight levels of the proposed scheme would be acceptable.
- 7.29 In terms of overshadowing of amenity areas, BRE guidelines suggest that “at least half of the amenity areas ... should receive at least two hours of sunlight on 21 March.
- 7.30 The building will have access to two amenity spaces; Beaufort Square to the north which is accessible to residents across the masterplan and the internal courtyard which is accessible to all residents within Building D.
- 7.31 The report from Anstey Horne sets out that the two sections of the amenity space would receive 0% and 88% direct sunlight on 21st March respectively. Whilst these figures would increase to 99% and 57% when overshadowing is assessed on 21st

June, it is clear that there would be a significant shortfall on the primary assessment date of 21st March. This shortfall is also significantly below the levels of direct sunlight consented through the extant scheme. Officers note that residents would have access to both private amenity spaces with largely better lighting conditions however this level of shortfall must be considered as harmful to the living conditions of future residents. Weight is therefore attached to this level of shortfall which will be fully assessed in the planning balance exercise at the end of this report.

Noise

- 7.32 An assessment of the noise and vibration impacts of the Proposed Development is in the Environmental Statement which includes an assessment of the construction and operational phases of the development.
- 7.33 During the construction phase, the ES sets out that noise impacts are likely to be negligible adverse. Such impacts are largely unavoidable given the nature of the construction process and the surrounding environment. Nevertheless, a robust construction management plan would be secured as part of any permission which would control and mitigate construction activities to ensure that noise arising is minimised.
- 7.34 During the operational phase of development, the ES identifies that any noise impacts would be negligible and arising mainly from road traffic noise, train induced noise, noise from commercial properties and servicing noise. In terms of the commercial premises, the application seeks a flexible permission with the potential for some of the commercial spaces to be occupied as more noise generating uses such as a gym or a pub/restaurant. On this basis, conditions would also be attached relating to opening hours and noise mitigation to ensure that such uses would not have an unacceptable noise impact.
- 7.35 It should also be noted that the noise assessment has been reviewed by the Council's Environmental Health officer who had no objections to the application subject to relevant conditions being attached.

8.0 Affordable Housing

- 8.1 London Plan 2016 Policy 3.12 seeks the maximum reasonable amount of affordable housing to be negotiated. The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings.

8.2 The current application is referable to the GLA and as such the Mayors Affordable Housing and Viability SPG is relevant. The SPG sets out a 'fast track' viability route whereby no viability appraisal is required if a development provides a level of 35% affordable housing (calculated by habitable room).

8.3 The proposed development proposes the following affordable mix:

Tenure	Studio	1 Bed	2 Bed	3 Bed	By Unit	By Hab
Intermediate	0	20	26	0	46 (41.4%)	118 (36.7%)
London Affordable Rent / Affordable Rent	0	13	30	22	65 (58.6%)	204 (63.3%)
Total	0	33	56	22	111 (32%)	322 (35.4%)

8.4 It should be noted that Mayor's Affordable Housing SPG outlines that affordable housing should be provided on the basis of 30% at low cost rent, 30% an intermediate product and 40% at the discretion of the LPA. Barnet policy seeks to achieve a 60:40 split between rented and intermediate. In this case, the applicant is proposing to provide 64.6% of the habitable rooms as London Affordable Rent and Affordable Rent, for which there is the greatest need in the borough. Of this provision, 22 units (34%) would be provided as 3-bedroom family sized units, again addressing a identified need in the borough.

8.5 Whilst in line with the Mayor's SPG and qualified for the 'fast track' approach, the scheme is still below the local target of 40% as set out within Policy CS4 of Barnet's Local Plan. However, the proposals deliver affordable housing in excess of the extant consent which is considered to be a benefit. The proposed scheme also improves the tenure split in favour of Affordable Rent when compared to the extant consent. It should also be noted that the GLA indicated support for the affordable housing proposals within the Stage 1 response and confirm that the application is eligible to follow the Fast Track Route.

8.6 Having regard to all of the above, officers consider that the 35.4% of the habitable rooms being provided as affordable is acceptable and is a significant benefit to the scheme. Officers also consider that the provision of a significant proportion of the

affordable housing provision as LAR is also a significant benefit to the scheme. The level and type of affordable housing provision must therefore weigh heavily in favour of the application in the context of the holistic planning balance assessment.

9.0 Design, Appearance and Visual Impact

- 9.1 The application relates to Block D, which would comprise of 6 separate but adjoined buildings. The proposed heights of these buildings are shown below comparatively with the extant consent. It is important to note that the application has been revised since submission in direct response to concerns to the height of the development. The currently proposed heights are therefore also shown comparatively (in brackets) with the submission scheme where applicable.

Building	Extant Consent Height (Storeys)	Proposed Height (Storeys)
D3	7	7 (-1)
D4	Part 10 Part 9	Part 16 (-5) Part 9 (-3)
D5	7	9
D6	9	13
D7	7	8
D8	7	N/A

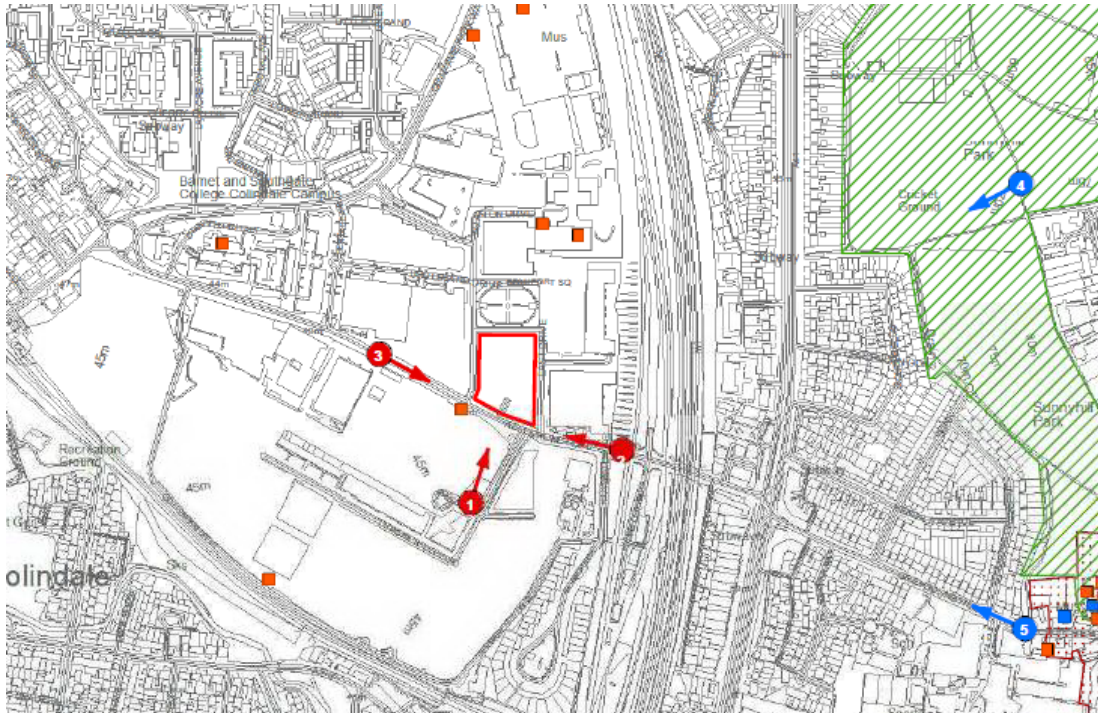
- 9.2 As is clear from the table above, all of the buildings with the exception of D3 would constitute a tall building for the purposes of assessment, with the Barnet Local Plan defining a tall building as one which is 8 storeys or above. The height of the proposed buildings therefore necessarily dictates that a tall buildings assessment of the application must be undertaken.

Tall Building Assessment

- 9.3 London Plan Policy 7.7 sets out the approach to tall buildings in London requiring that appropriate locations are identified in Local Plan's. The policy sets out design criteria that tall buildings should comply with. Further to this, London Plan paragraph 7.25 defines a tall building as one that is substantially taller than its surroundings, or significantly changes the skyline.
- 9.4 Draft London Plan Policy D9 (Tall Buildings) states that tall buildings should only be developed in locations that are identified in Development Plans. The impact of buildings in long, mid range and immediate views should be addressed and the

environmental impact of tall buildings should also be tested with regard to wind, daylight and sunlight, noise and cumulative impacts.

- 9.5 Paragraph 3.8.1 to this policy further states that whilst high density does not need to imply high rise, tall buildings can form part of a plan-led approach to facilitating regeneration opportunities and managing future growth, contributing to new homes and economic growth particularly in order to make optimal use of the capacity of sites which are well-connected by public transport and have good access to services and amenities. Tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges.
- 9.6 Core Strategy Policy CS5 of the Barnet Core Strategy identifies those areas of the borough where tall buildings will be suitable. The site is located within the Colindale Regeneration Area which is identified as one of the areas suitable for tall buildings by the Policy. Development within the Colindale Regeneration Area is also guided by the Colindale Area Action Plan (CAAP) and policy 5.3 of the document states that the height of new buildings in Colindale will take account of accessibility to public transport, shops and services and the height of existing buildings in the vicinity of the proposal site. The policy goes to state that tall buildings should be of excellent design quality in their own right and enhance qualities of its immediate location and wider setting and should have regard to Guidance on Tall Buildings by CABI and English Heritage. This site is identified in Figure 5.2 of the CAAP as being appropriate for buildings in the range of 6 to 9 storeys.
- 9.7 Whilst, the principle of tall buildings in this location is acceptable pursuant to the Policy CS5 and its location, it's is apparent that the proposed heights would exceed the range of heights considered appropriate for the site within the CAAP. On this point, it is important to note that extant 2015 consent incorporates a maximum height of 10 storeys (Building D4) and thus has set a precedent for going over and above the range of heights set out in the CAAP. Whilst clearly the scale of the exceedance above the CAAP range is greater within the proposed development, the key assessment is whether the proposed additional height would be acceptable within its context. In order to fully assess this, it is necessary to carry out further assessment under Policy DM05 of the Local Plan which identifies 5 criteria which tall buildings would adhere to. These criteria are set out below with an assessment of the application against each criterion.
- i) An active street frontage



- 9.11 View 1 is taken from Peel Square, the large area of public open space located within the adjacent Colindale Gardens scheme. Peel Square, as well one of the main pedestrian routes through the Colindale Gardens site towards the station. This development to the south has emerged since the extant consent was approved and has significantly changed the context surrounding the application site. As can be seen from the existing view looking north, the open space creates a visual gap to the south of the application site which is enhanced by the pedestrian way creating a clear legible linear route leading directly to the site of the proposed 16 storey element of the development.
- 9.12 Officers consider that the context to the south and the manner in which it has created a linear focus on the southern end of the application site creates clear opportunity for a taller marker building to be situated aligned with the linear route. The 16-storey element of the development would thus significantly enhance the legibility of the immediate context. It is important to note that the 16 storey height of the development has been reduced from 21 storeys and the 16 storey height is now of broadly the same height as the 14 storey Colindale Gardens building opposite, enhancing its congruence.



View 1 – Proposed

- 9.13 Based on the view above, from a townscape perspective officers consider that the magnitude of the change in View 1 would be significant and that the change would be beneficial.
- 9.14 View 2 is taken from Aerodrome Road to the east of the site with Block E of the Beaufort Park development and the northern edge of Colindale Gardens presenting clearly in the view. The 16-storey element would sit centrally within the view situated directly behind the 11-storey corner element of Block E which would offset some of the massing of the 16-storeys.
- 9.15 Aerodrome Road represents a main arterial road passing the south of the site and the 16-storey element would be located at the nexus of this road and the pedestrian route through the Colindale Gardens to Block D. On this basis, officers consider that the positioning of the tall building in this location would again assist in the visual legibility of the area from this view. Furthermore, Aerodrome Road is identified as a corridor of change and incorporates development of a varied scale. This is evident in the proposed view.



View 2 Proposed

- 9.16 Based on the view above, from a townscape perspective officers consider that the magnitude of the change in View 2 would be significant and that the change would be minor beneficial. Again, it is important to note that the 16-storey height has been reduced from the 21-storey and officers consider that the enhanced congruence is particularly evident in this view.
- 9.17 View 3 is also taken from Aerodrome Road to the west of the site. Block C of the Beaufort Park development as well as the northern edge of Colindale Gardens are visible in this view. Within the submission scheme, the 21 storey building would have been visible to the right of the Block C massing, of a similar height and scale in this perspective. Given the reduction in height by 5 storeys , the revised view would result in the development subsumed by Block C in the view, ensuring a negligible impact.
- 9.18 In View 3, the scale and the massing of the proposed development would be consistent with the existing scale of development and would be congruent within its context. From a townscape perspective officers consider that the magnitude of the change in View 3 would be negligible and positive.
- 9.19 View 4 is a long range view taken from Sunny Hill Park. The view submitted with the submission scheme showed that the proposed development would be clearly visible and would present prominently within the view. The height of the development would have been clearly perceptible as being above that of the surrounding development however there are other taller elements visible at Block C and on the

Colindale Gardens site. The revisions to the scheme to reduce the maximum height of the development from 21 to 16 storeys would reduce the prominence of the development in the view and would ensure that the height would be largely commensurate with other existing tall buildings in the vista.

- 9.20 Based on the view above, from a townscape perspective officers consider that the magnitude of the change in View 4 would be moderate and that the change would be neutral.
- 9.21 View 5 is another long-range view taken from Greyhound Hill looking west at the site. Again, within the submission scheme the 21-storey element of the development would have been prominent centrally within the view. This prominence would be significantly reduced with the reduction in height to 16 storeys and as such officers consider that the development would not be unacceptably dominant or incongruous within this context.
- 9.22 Based on the view above, from a townscape perspective officers consider that the magnitude of the change in View 5 would be moderate and that the change would be minor adverse.
- 9.23 The visual impact of the development must be assessed in the whole as well as in individual views and based on the above, on balance, officers consider that the scheme successfully integrates with the surrounding urban fabric in line with the requirements of criterion (ii). Where adverse impacts are identified, these are not considered to be major adverse and are outweighed by the beneficial impacts. This is most clearly evident in views 1, 2 and 3.
- 9.24 It is also important to note that the GLA are supportive of the proposed building heights and massing and note within their Stage 1 response that the height strategy represents a sound approach in terms of optimising the development potential of the site and responding to the nature of the surrounding emerging context.
- iii) A regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline
- 9.25 There are no local viewing corridors or strategic local views which would be impacted by the development.
- iv) Not cause harm to heritage assets and their setting

9.26 In terms of heritage assets, there are no listed buildings within the site however the application site is located within the proximity of the following:

- Statue of Sir Robert Peel (Grade II), which is located approximately 150m to the south-west within the Peel Metropolitan Police Training Centre;
- Police Box (Grade II), which is located approximately 420m to the west within the Peel Metropolitan Police Training Centre;
- Grahame White Hangar (Grade II), which lies approximately 210m to the north;
- Former Control Tower, Watch Office, Aircraft Factory and Factory Office Block at Hendon Aerodrome (Grade II), which lies approximately 220m to the north;
- Royal Air Force Officers Mess (Grade II), which lies approximately 430m to the west.
- Aeroville (Grade II) and Colindale Hospital Administrative Block (Grade II) located 830m and 980m to the west, respectively;
- Former Entrance Gates to The Grahame White Aviation Company Limited (Grade II); and Royal Air Force Museum (Grade II), located 465m and 500m to the north respectively;
- Church Farmhouse Museum (Grade II*) and Model Farm, The Milking Parlour (Grade II) located 850m to the south-east;
- Parish Church of St Mary (Grade II*) and the Grade II listed tombs of John Haley, Conquest Jones, John Jones, Henry Joynes, Sir Joseph Ayloffe, and Susannah Frye; the Mausoleum of Philip Rundell (Grade II); the Headstone of Thomas Thatcher (Grade II) and the Unidentified Chest Tomb 15 Metres South East of Church (Grade II), all In St Marys Churchyard located approximately 875m to the south-east; and
- Hendon Town Hall (Grade II); Hendon Fire Station (Grade II); Hendon Library (Grade II); and Icehouse at St Joseph's Convent School (Grade II) 995m; 975m, 975m and 895m to the south-east, respectively.

9.27 In addition to the listed buildings outlined above, the following conservation areas are located within the vicinity of the site:

- Hendon Church End Conservation Area is located approximately 800m to the east of the Application Site. This area has several listed and locally listed buildings with peaceful green spaces. It also has a number of important historic buildings including St Mary's Church and Church Farm House and two public houses which create a strong rural character; and
- The Burroughs Conservation Area is located approximately 900m to the south-east of the Application Site. The area has several statutorily listed and

locally listed buildings and buildings which make a positive contribution to the character and appearance of the Conservation Area.

- 9.28 The TVIA submitted as part of the ES identified all of the aforementioned heritage assets within the study area. Given the location of the heritage assets identified, the separation distances from the application site and the existing character of the Beaufort Park site it is considered that the development would have a negligible impact on the setting of the heritage assets identified. This is especially the case with the reduced scheme rising to a maximum of 16 storeys.
- 9.29 In addition, a Built Heritage Settings Assessment (BHSA) was submitted as part of the ES which considered impacts on relevant heritage assets within proximity of the site.
- 9.30 On the basis of the findings of the BHSA, no harm is identified to the setting of the following heritage assets:
- Statue of Sir Robert Peel;
 - RAF Officers Mess and;
 - Police Box, Cottenham Drive.
- 9.31 In terms of the Statute of Sir Robert Peel and Police Box this is on the basis that the Proposed Development would not impact on the relationship with the Metropolitan Police Training Centre which is the primary source of their significance. No harm is identified to the RAF Officers Mess on the basis that it is isolated from other structures.
- 9.32 The impact of the Proposed Development on these assets' settings is therefore considered to be acceptable and in accordance with policy.
- 9.33 'Less than substantial harm' was identified to the setting of the following heritage assets. This was predicated on the submission scheme of 26 storeys:
- Grahame White Watch Office and Hangar;
 - RAF Museum.
- 9.34 This is on the basis that the Proposed Development, especially the tall buildings, would be visible in views towards the assets when looking south towards the Site. This would impact on how the Graham-White Watch Tower and Hangar are experienced when walking around the RAF Museum. The Proposed Development would also appear over the top of the Graham-White Watch Office and Hangar from this angle which would detract from views looking south towards the assets.

However, despite having a small impact on the setting of the assets it would not affect their overall historic or architectural interest. In terms of the revised scheme, the reduced heights would further lessen the impact and would ensure a lesser effect on the historic and architectural interest of the assets.

- 9.35 As the Proposed Development would result in less than substantial harm to these heritage assets, it is necessary to weigh this harm against the public benefits of the development in accordance with the policies outlined above.
- 9.36 The Proposed Development provides a series of public benefits including the provision of additional homes to meet housing needs, the provision of additional affordable homes by number and proportion, the continued delivery of a successful masterplan development, the provision of a high quality design which responds more appropriately to the evolved Colindale context and the delivery of commercial space to provide additional amenity to local residents. In addition, the Proposed Development will deliver Mayoral and Borough CIL payments towards local infrastructure and Section 106 Obligations.
- 9.37 These are considered to constitute fundamental public benefits that are sufficient to outweigh any harm caused to the heritage assets, in accordance with the relevant statutory provisions and with national, regional and local policy requirements.
- 9.38 In addition, it is relevant to note that the ES concludes that there will be no significant impacts on these heritage assets. Whilst the Proposed Development would be visible in views looking south towards the heritage assets, this visibility would be minor and would be in the context of the existing development as part of the wider Beaufort Park masterplan.
- v) That the potential microclimate effect does not adversely affect existing levels of comfort in the public realm
- 9.39 As part of the ES, the applicant has provided a chapter incorporating a wind microclimate assessment (Chapter 9). The assessment takes account of baseline wind conditions then goes on to model wind conditions with the proposed development in situ and concluded that there would be a negligible impact. The ES addendum modelled the revised massing and considered that wind conditions would improve with the revised massing. Officers consider the assessment is robust and sound and thus the application would be acceptable from a microclimate perspective.

CABE/English Heritage Advice on Tall Buildings

- 9.40 As well as the Barnet DMP – DPD outlined above, the London Plan and CABE set out criteria which tall buildings should adhere to. Most of these criteria are consistent those of Policy DMO5 and in this case officers also consider that the scheme is compliant with all criteria:

Layout

- 9.41 In terms of layout, the development is predicated on the footprint of the extant consent which in turn is informed by the wider Beaufort Park masterplan. The layout of the development would maintain the seamless integration of Block D into the wider site.
- 9.42 In terms of Block D itself, officers note that the development would provide up to 11 units per core in Building D4. The GLA have raised some concern with this in light of advice set out within the Housing SPG which seeks to limit developments to 8 units per core. GLA officers have also raised some concern with the related issue of long internal corridors which have the result of increasing the proportion of single aspect units.
- 9.43 Notwithstanding the view of the GLA, officers consider that the aforementioned factors must be considered in the wider context of the development and particularly the increased housing delivery and substantial affordable housing provision. Officers recognise that a balance must be struck between maximising the development potential of a site and addressing the standards set out within the Housing SPG. In this regard, officers note that under the extant permission, 32% of homes were situated on cores with more than 8 units. The current application has reduced this by 4% to 28% whilst additionally in the extant permission there was a maximum of 10 homes per core compared to a maximum of 11 units per core within the proposed scheme. Given the baseline position and the wider benefits of the scheme, officers consider that the layout of the proposed development is acceptable.

Design and Appearance

- 9.44 The design of the development has sought to respect the existing context of Beaufort Park whilst responding to the emerging built context of surrounding developments, including Colindale Gardens with its' predominantly brick aesthetic. Officers consider that the design of the scheme improve the appearance of the buildings over and above the extant consent by proposing a simpler and more contemporary architecture, whilst still having regard to the original principles established in the Beaufort Park masterplan. These measures include the following:

- Façade materials which create a contemporary appearance with a 'Mystique' brick that blends with existing and consented adjacent schemes including the wider Beaufort Park masterplan and Umber Court within Colindale Gardens;
- Architectural features including stacked balconies and parapets have been introduced to Building D4 to add emphasis and punctuation to its height;
- A stepped approach to the façade elevations has been adopted, using grey brick in recesses to reduce the overall perceived scale of the building;
- Hard and soft landscaping is also proposed which will continue the established character of the high-quality landscaping within Beaufort Park;
- Provision of high quality public realm within the ownership boundaries and provision of a linear park to the south of Beaufort Park Square, which ties in with aspirations for the wider Colindale area.

9.45 Officers consider that the scheme is well designed and would fit in well within its context, successfully making a visual transition between the existing Beaufort Park site and Colindale Gardens to the south.

Conclusion

9.46 Having regard to all of the above, officers consider that the principle of a tall building in this location is acceptable and in line with strategic policies. The proposed scale and massing of the development has been reduced from 21 to 16 storeys and officers consider that this reduced height would enhance the integration of the development into the surrounding urban fabric. Officers also consider that the scheme is of a high design quality and is in general accordance with London Plan Policy 7.7 and Barnet Policy DM01.

10.0 Amenity Impact on Neighbouring Properties

Daylight

10.1 The application was accompanied by a Daylight/Sunlight report from Anstey Horne within the ES (Chapter 8), inclusive of a full daylight and sunlight assessment. The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tools for the assessment of daylight are Vertical Sky Component (VSC)). For VSC the guideline value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value.

10.2 In line with BRE guidelines, it is only necessary to carry out the detailed assessment on a neighbouring window if a 25-degree line drawn from the centre of the window would subtend the facing elevation of the subject development. In this case, the report identifies the following neighbouring properties as necessitating the additional assessment:

- Colindale Gardens, South-east of Proposed Development
- Building E1, E7 & E8, East of Proposed Development
- Building F9, North-east of Proposed Development
- Building D1 and D2, North of Proposed Development
- Building C8 & C8a, West of Proposed Development

10.3 Given that there is an extant consent, the baseline conditions for assessment was set by the future baseline scenario (consented scheme). In light of the above, officers consider that both the scope and the methodology of the daylight assessment was appropriate. As previously noted within this report, the application has been revised to reduce the height of the development partly to address concerns over the daylight impact to adjoining residential buildings. Accordingly, a revised Chapter 8 of the ES was submitted which modelled the revised massing. The revised daylight results are shown comparatively below with the submission scheme.

Property	Daylight VSC - Submission	Daylight VSC - Revised
Colindale Gardens	102/113 windows in compliance (90%)	108/112 windows in compliance (96%)
Building E1, E7 and E8	60/237 windows in compliance (25%)	118/237 windows in compliance (50%)
Building F9	146/160 windows in compliance (91%)	160/160 windows in compliance (100%)
Building D1 and D2	50/104 windows in compliance (48%)	69/104 windows in compliance (66%)
Building C8 and C8A	131/234 windows in compliance (56%)	133/234 windows in compliance (57%)
TOTAL	489/848 windows in compliance (58%)	588/848 windows in compliance (69%)

- 10.4 As can be seen from the table above, the submission scheme would have resulted in only 25% of the windows within Building E1, E7 and E8 of Beaufort Park achieving the recommended VSC levels. The revised scheme, and particularly the reduction in height of the development from 21 to 16 storeys has resulted in additional 25% of the windows within Building E1, E7 and E8 achieving the guideline VSC levels, a significant increase in adherence of 100% over and above the submission scheme. Of those windows and rooms falling below the guideline levels, those with the largest shortfalls below the recommended values are mostly sited beneath projecting balconies which affect the potential for good daylight. The levels of daylight compliance must thus be considered in the context of the benefits afforded to residents through the provision of a private balcony and a balanced view taken accordingly.
- 10.5 As well as individually, the daylight results must also be considered in the whole and in this regard officers consider that an adherence level of 69% for VSC (+11% from submission scheme) represents a good level of adherence in the context of the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Colindale Regeneration Area. It is important to note that the assessments set out in the BRE guidelines are not intended to be applied rigidly and do allow for some flexibility in the context of the development. This approach is also supported in the February 2019 NPPF which states that guidelines relating to daylight and sunlight should be applied flexibly to enable a development site to be used efficiently, particularly when considering applications for housing. Cognisant of the above, officers consider that the daylight impact of the proposed development would be acceptable.

Sunlight

- 10.6 In relation to sunlight, the BRE recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed condition should be at least 25% of the total available including at least 5% during the winter months. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.
- 10.7 The BRE guidelines state that “..all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. In

accordance with the BRE Guidelines the following properties were therefore assessed:

- 10.8 The sunlight assessment considered the same properties identified within the scope of the daylight assessment, with the exception of Colindale Gardens. Again, the results are shown for both the submission scheme and the revised scheme.

Property	APSH Summer Submission	APSH Winter Submission	APSH Summer Revised	APSH Winter Revised
Building E1, E7 and E8	13/13 windows in compliance (100%)	13/13 windows in compliance (100%)	13/13 windows in compliance (100%)	13/13 windows in compliance (100%)
Building F9	49/51 windows in compliance (96%)	43/51 windows in compliance (84%)	51/51 windows in compliance (100%)	51/51 windows in compliance (100%)
Building D1 and D2	65/84 windows in compliance (77%)	77/84 windows in compliance (92%)	65/84 windows in compliance (77%)	77/84 windows in compliance (92%)
Building C8 and C8A	86/165 windows in compliance (52%)	114/165 windows in compliance (69%)	86/165 windows in compliance (52%)	114/165 windows in compliance (69%)
Total	227/327 windows in compliance (69%)	261/327 windows in compliance (80%)	227/327 windows in compliance (69%)	261/327 windows in compliance (80%)

- 10.9 Officers consider that, in the whole, the development would achieve a good level of adherence in terms of sunlight, noting the constraints outlined above. Where there are lower levels of adherence such as in Buildings C8 and C8A, the levels are still above 50%. Again, where there are lower levels of adherence this must be balanced against the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Colindale Regeneration Area. On this basis, officers consider that the sunlight impact of the proposed development would be acceptable.

Privacy

- 10.10 In terms of privacy and the separation distances from neighbouring properties, it is important to note that the current application is predicated on the extant consent in terms of footprint. The separation distances from the surrounding properties are therefore consistent with the approved situation. Whilst the development would incorporate additional windows over and above the extant scheme, none of these would be located any nearer the neighbouring properties and would not create any new opportunities for overlooking of neighbouring properties.

Outlook

- 10.11 As set out above, the application is predicated on the extant consent in terms of footprint and thus would not project nearer to any neighbouring windows. The development would introduce additional height which would impinge the outlook from the neighbouring properties to a greater extent than the approved situation. However, the reduced height of the opposite Building E would reduce the level of impact on the outlook from these neighbouring windows to an extent that officers consider would be acceptable. The extent of the additional harm over and above the baseline position would not be so significant as to be unacceptable.

Conclusion

- 10.12 Officers consider that, in the whole, the application would be compliant with Policy DM01, Policy 7.6 of the London Plan and Policy D9 of the Draft London Plan in terms of impact on residential amenity and would not result in any significant harm to the living conditions of any surrounding occupiers. The revisions to the scheme to reduce the height of the development has resulted in clear and significant benefit through reducing the level of harm to the amenity of the surrounding residential buildings.

11.0 Sustainability

- 11.1 London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
- Be lean: use less energy
 - Be clean: supply energy efficiently
 - Be green: use renewable energy
- 11.2 Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in new developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

- 11.3 Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.
- 11.4 With regards to the energy hierarchy set out within London Plan Policy 5.2, it is considered that the application is broadly in accordance. The application is accompanied by an Sustainability Statement which sets out that the energy efficiency measures and sustainable energy measures that would be incorporated within the scheme which are set out below in accordance with the hierarchy.

Be Lean

- 11.5 In terms of the 'Be Lean' criterion of the hierarchy, the development would incorporate passive design such as energy-efficient building fabric; insulation to all heat loss floors, walls and roofs; double-glazed windows; low-energy lighting; and efficient ventilation systems. All of these measures would combine to contribute to an enhancement in energy performance equal to a 10% reduction in regulated CO2 emissions .

Be Clean

- 11.6 In terms of the 'Be Clean' criterion of the hierarchy, the feasibility of supplying decentralised energy to the development was explored by the applicant. A site-wide (Block D) heat network, led by Air Source Heat Pumps (ASHP) would be implemented
- 11.7 The applicant also explored the potential for connection to a local heat network, and there are networks in nearby developments Pulse Energy Centre (operated by E.ON) or Peel Energy Centre (Redrow). Following assessment and review by the LPA, it has been established that connection to these networks is not feasible.

Be Green

- 11.8 In terms of the 'Be Green' criterion, the applicant has explored opportunities to maximise LZC technologies and options reviewed in terms of their practical, financial and technical viability in relation to the development scheme. Following this, the applicant opted to utilise ASHPs as part of the energy strategy.

Conclusion

- 11.9 Based on the energy assessment submitted, subsequently submitted details and inclusive of the all the measure outlined above, the scheme would deliver the following overall carbon dioxide emissions:

Regulated carbon dioxide savings from each stage of the energy hierarchy

	Regulated domestic carbon savings	
	Tonnes CO2 per annum	% reduction
Savings from energy demand reduction	39	10%
Savings from heat network / CHP	0	0%
Savings from renewable energy	173	43%
Cumulative on site savings	212	52%
Carbon shortfall	195	-

11.10 The carbon dioxide savings of 52% exceed the on-site target set within Policy 5.2 of the London Plan. It should be noted that within the Stage 1 response, the GLA raised numerous minor additional points, none of which affect the fundamental planning policy position with which the scheme is in compliance.

11.11 The development required to meet the zero-carbon target as the application was received by the Major on or after the 1st October 2016. The applicant is therefore required to mitigate the regulated CO2 emissions, through a contribution of £325,214 to the borough's offset fund. This contribution would be predicated on the formula set out within GLA guidance and which would be secured through the Section 106.

Other Sustainability Issues

11.12 In relation to the non-residential floorspace, the Council supports the use of Building Research Establishment Environmental Assessment Method (BREEAM) which is used to measure the environmental performance of non-residential buildings and a standard of 'Very Good' is required in all new non-residential developments. A BREEAM pre-assessment is appended to the Sustainability Statement which confirms that the office floorspace could achieve a standard of 'Very Good'. If permission were to be granted, a condition would be attached to ensure that the development achieved this standard on implementation.

12.0 Planning Obligations

12.1 Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.

- 12.2 In accordance with development plan policies the following obligations are required to be secured through a legal agreement with the developer. If permission were granted it is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.

Affordable Housing

- 12.3 In accordance with policy 3.12 of the London Plan and Policies CS4, CS15 and DM10 of the Barnet Local Plan, officers recommend that the following number and mix of affordable housing unit types and sizes are secured by S106 Agreement at the application site:

Tenure	Studio	1 Bed	2 Bed	3 Bed	By Unit	By Hab
Intermediate	0	20	26	0	46 (41.4%)	118 (36.7%)
London Affordable Rent / Affordable Rent	0	13	30	22	65 (58.6%)	204 (63.3%)
Total	0	33	56	22	111 (32%)	322 (35.4%)

- 12.4 Officers also recommend that an early stage review mechanism should be included in the S106 agreement should permission be granted. This mechanism would ensure that if circumstances changed and the scheme became more economically viable, a correspondingly appropriate additional financial contribution and/or additional affordable housing would be made to the Council. In addition, triggers would be included to ensure timely delivery of the affordable housing and to ensure that the affordable housing is retained as such in perpetuity.

Employment and Training

- 12.5 In accordance with development plan policies which seek contributions to employment and training from schemes the proposal would be required to deliver employment and training opportunities through a Local Employment Agreement.
- 12.6 If permission were granted, the Section 106 Agreement would need secure the following minimum levels of employment output and would also set out specifically how the applicant would achieve this.

Non-Financial Obligation	Outputs
Progression into Employment (unemployed under 6 months)	10
Progression into Employment (unemployed over 6 months)	6
Apprenticeships (minimum NVQ Level 2)	15
Work Experience	20
School/College/University Site Visits	113
School/College Workshops	105
Local Labour	20%

- 12.7 The LEA would be subject to discussion with the Council and would be agreed prior to the commencement of development. Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes outlined above. Such a contribution would be commensurate with the number of outcomes secured and in line with SPD guidance.

Travel Plan and Travel Plan Monitoring

- 12.8 In accordance with policy DM17 of the Local Plan the applicant would be required to enter into Strategic Level Travel Plans for the residential development which would seek to reduce reliance on the use of the private car and promote sustainable means of transport.
- 12.9 The Residential Travel Plan provided would be required to include the appointing of a Travel Plan Champion and the use of (financial) Travel Plan incentives (up to a maximum of £102,900) for the first occupier of each residential unit. These incentives are discussed in further detail in the relevant section of this report but would comprise of a voucher to a minimum value of £300 per dwelling to be spent on Car Club Membership, an Oyster Card with a pre-loaded amount and/or Cycle Scheme vouchers all designed to encourage the use of more sustainable modes of transport. A contribution of £15,000 would be required towards the monitoring of the Residential Travel Plan.
- 12.10 A Commercial Travel Plan would be required to be ATTrBuTE and itrace compliant to be submitted at least 3 months prior to occupation of all 3 phases that meets the TFL TP guidance. A monitoring fee of £10,000 would also be required for the commercial travel plan.

- 12.11 The monitoring contributions would enable the Local Planning Authority to continue to monitor the scheme to ensure the development is making reasonable endeavours to meet travel related sustainability objectives in accordance with policy DM17 of the Local Plan.
- 12.12 In line with the incentives above, the provision of a car club and the allocation of 2 car parking spaces within the site to be provided and retained for use by the car club would also be required.

Traffic Management Order

- 12.13 The application would be required to provide £2000 funding towards Contributions towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in the CPZ to be implemented pursuant to planning permission H/05828/14 or any other CPZ within the local area. Alternative means of securing this obligation without the financial contribution may be secured through the agreement, subject to legal considerations.

Transport, Highways and Public Realm

- 12.14 Based on the transport assessment and the likely impact of the development on the nearby public transport infrastructure, mitigation would be sought through the S106 in respect of improvements to the bus stops and a contribution of £136,000 towards the Colindale Station upgrade. The remaining contributions would be agreed with the Council and TFL and subject to the approval of costed schemes.

Carbon Offset Contribution

- 12.15 As set out within paragraph 11.11 of this report, the development is required to meet the zero-carbon target and the applicant is therefore required to mitigate the regulated CO2 emissions through a contribution to the borough's offset fund.
- 12.16 Based on the formula set out within GLA guidance and based on the currently reported figures this contribution would be £325,214 which would be secured through the Section 106.

Community Infrastructure Levy

- 12.17 The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. The Barnet CIL liability of the scheme is determined by the amount of new floorspace being provided, deducting both the social housing element which is exempt from CIL liability. The scheme would also be liable to pay the Mayoral CIL.
- 12.18 Taking into account both the Mayoral and Barnet CIL, the scheme would be liable for a payment of c. £6.5million comprising £4.6m LBB CIL and £1.9m Mayoral CIL. This

would be used to fund local infrastructure projects and should be considered alongside the wider S106 package.

13.0 Flood Risk / SUDS

- 13.1 Policy CS13 of the Barnet Core Strategy states that “we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels”.
- 13.2 The application is supported by a SUDS and Drainage strategy which has been assessed by the Council’s appointed drainage consultants acting as the LLFA. In reviewing the submitted documents, it is established that the application is located within a Critical Drainage Area and as such a robust condition setting out prescriptive requirements in respect of SUDS was requested and is attached accordingly.

14.0 Contaminated Land

- 14.1 The London Plan states that appropriate measures should be taken to ensure that development on previously contaminated land should be accompanied by an investigation to establish the level of contamination in the soil and/or groundwater/surface water and identify appropriate mitigation. Consequently, a Phase 1 and Preliminary Site Investigation Report was submitted as part of the application and reviewed by the Council’s Environmental Health officers.
- 14.2 The submitted report identifies a number of potential risks and in order to mitigate these risk, the Council’s EHO has requested that a condition be attached requiring site investigation works to be carried out prior to the commencement of development and subsequent mitigation to be implemented should it be required. Such a condition would be attached if permission were granted.

15.0 Air Quality

- 15.1 Air quality was scoped into the Environmental Statement and a chapter of the statement has been submitted in respect of this matter. The ES addendum also considers any additional impacts arising from the revised scheme.
- 15.2 The scope and methodology of the Air Quality Assessment submitted as part of the ES was considered at Scoping stage and considered acceptable. Having assessed the baseline conditions and the likely impact of the development, the AQA goes on conclude that the completed development would result in only negligible increases in NO₂ and PM₁₀. This is the same as the impact generated by the Extant Permission (2015).

- 15.3 The AQA has been assessed by the Council's Environmental Health officers who find it sound and agree with the conclusion that residents will not be exposed to poor air quality at operational phase.

16.0 Effect Interactions

- 16.1 The EIA Regulations 2017 require an Environmental Statement to describe the likely effects of development on the environment when taken cumulatively with other environmental effects and any current or prospective ('reasonably foreseeable') development in the vicinity.
- 16.2 A chapter within the ES (Chapter 10) focuses on 'Effect Interactions' as being distinct from 'Cumulative Impacts' which are assessed within each chapter with specific regard to each topic area. The cumulative impacts of the development with other committed schemes within the surrounding area have therefore been assessed as part of the previous and subsequent sections of this report. The ES addendum also considers any additional impacts arising from the revised scheme.
- 16.3 In terms of effect interactions, the ES concludes that during both the works and operational phases of development that residual effect interaction would be extremely limited. Officers concur with this conclusion.

17.0 Socio-Economic impact

- 17.1 The ES also includes a chapter which considers the likely significant socio-economic effects of the Development through analysis of economic and social conditions. The ES addendum also considers any additional impacts arising from the revised scheme.
- 17.2 In terms of benefits, the construction works would generate temporary construction jobs as well as full time employment opportunities within the flexible use commercial space. The assessment concludes that It is expected that development would not significantly affect the supply of and demand for school places, GP places and open space and play space. Whilst some local shortfalls are identified in terms of primary school places and GP places, the development is making a significant CIL contribution which could be used to mitigate improve local services and infrastructure.

18.0 Crime Prevention / Community Safety

- 18.1 Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.
- 18.2 From a design and community safety perspective, the application has been subject to review from the Metropolitan Police Designing Out Crime Officers who outlined no concerns with the proposed development. It was noted however that the area suffers from relatively high crime levels in terms of anti-social behaviour and vehicle

crime and as such it would be prudent to attach a condition requiring that the development achieves Secured by Design accreditation. Such a condition is attached accordingly.

19.0 Transport / Highways

- 19.1 Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Residential Car Parking

- 19.2 The London Plan sets out maximum parking standards and explanatory text provided in the parking addendum sets out that all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.
- 19.4 Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the on a sites Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision is as follows:
- Four or more-bedroom units - 2.0 to 1.5 parking spaces per unit
 - Two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
 - One-bedroom units - 1.0 to less than 1.0 parking space per unit
- 19.5 The development proposes 267 residential parking spaces at a ratio of 0.55 spaces per unit. The residential parking spaces would be provided at lower ground, upper ground and first floor level within the three storey undercroft car park
- 19.6 Whilst the wider Beaufort Park site has a ratio of 0.7 spaces per unit, officers consider that the proposed 0.55 ratio is appropriate (consequently the wider site ratio would reduce to 0.66 spaces per unit). The proposed development is located within the Colindale Regeneration Area and has a moderate PTAL of 2/3. The site benefits from frequent bus services on Aerodrome Road and is approximately a 10-minute walk to Colindale Underground station.

- 19.7 In addition to the existing sustainable travel modes outlined above, as part of the S106, significant additional sustainable transport improvements would also be secured in the form of a bus stop contribution, a contribution towards the Colindale Station upgrade as well as travel plan incentives. All of these measures are designed to provide attractive alternative transport measures and reduce reliance on the car for future residents. This is consistent with overarching sustainable transport strategy at local, regional and national level.
- 19.8 In the GLA Stage 1 response and further responses pursuant to the revised scheme, TFL acknowledged the residential car parking ratio of 0.55 spaces per unit (0.66 across the wider site) and advised that parking levels be reduced further to a maximum of 0.5 spaces in line with emerging policy. This view is shared by the Council's Transport and Highways officers. Notwithstanding the views of TFL and Council Highways officers, it is considered that the proposed parking ratio of 0.55 is appropriate for this location. Officers consider that the currently proposed level of 0.55 is not significantly above the optimum level and strikes an appropriate balance between the parking ratio for the extant consent of 0.7 spaces and emerging policy seeking a maximum of 0.5 spaces per unit. The level is also comparable to other recently permitted developments within the Colindale area, including the adjacent Colindale Gardens development which has a parking ratio of 0.55 spaces per unit. Given the commonalities between the two sites, officers are cognisant of the need to ensure a reasonable and consistent approach in terms of parking.
- 19.9 Disabled parking, electrical vehicle charging points, a car parking management plan and car club spaces would be secured through condition and S106 as appropriate in accordance with relevant policy.

Cycle Parking and Cycling Accessibility

- 19.10 Cycle parking would be provided to a quantum that is compliant with London Plan policy. All of the stores have easily accessible cores within close proximity which is considered to be appropriate and would promote use.
- 19.11 Cycle stores would meet with at least the minimum standards of the London Plan and LCDS. Full details of the cycle stores would be required by condition to ensure that the design and type is appropriate.

Public Transport Impact:

- 19.12 As previously stated, the application site has a PTAL of 2/3 with several bus services running nearby as well as being a 10-minute walk from Colindale station. As a result, the TA and subsequent addendums have also undertaken assessment of the impact of the development on this existing public transport infrastructure.
- 19.13 In terms of buses, following assessment from TFL Bus Services and based on the modal share – the impact of the development on bus services would require a contribution to pay for 2 bus shelters on Aerodrome Road. Subject to this

contribution, it is considered that the impact of the development on nearby bus services would be fully mitigated.

- 19.14 With regard to Colindale LUL station, LBB and TfL in partnership with other stakeholders have developed a major station upgrade scheme for Colindale London Underground station. Work on the station is due to commence in summer / autumn 2020 and will deliver step-free access alongside increased capacity and circulation designed to cater for 2041 demand plus 30%. A funding package comprising contributions from TfL, Barnet Council and developers has enabled this. However, the scheme is not fully funded and as such TfL have requested that development not already consented, over and above that accounted for in the plans, makes proportionate contributions toward the station scheme, based on the additional number of trips.
- 19.15 The station upgrade scheme is essential to cater for planned growth in Colindale and any uplift in units, as proposed with the current application should make a commensurate contribution. On this basis, a contribution of £136,000 towards the upgrade of the station would be secured through the S106.

Servicing / Deliveries / Freight

- 19.16 It is proposed that deliveries and servicing take place from within the Beaufort Park site, and loading facilities are being provided on both sides of the development to facilitate these activities. A full Delivery and Servicing Management Plan would be secured by conditioned.

Conclusion

- 19.17 Having regard to the above and subject to the relevant conditions and S106 obligations, it is considered that the application is in accordance with relevant Barnet and Mayoral policies and is acceptable from a transport and highways perspective.

20.0 Conclusion

- 20.1 In conclusion officers consider that the development is acceptable having regard to the relevant local, regional and national policies.
- 20.2 The principle of development is established through the extant consent. The intensification of the consent through an uplift in residential units would not in the view of officers result in any unacceptable impacts in terms of amenity, transport and environmental matters. The applicant chose to revise the scheme to reduce the visual and amenity impact of the development which is welcomed by officers. Where a degree of harm remains in relation to such as in matters of daylight/sunlight and overshadowing, this must be balanced against the wider benefits of the application and holistic view taken of the development as a whole and it should be noted that officers consider the revisions to the scheme have significantly improved the daylight and sunlight results.

- 20.3 In this regard, the development would deliver 343 homes towards the boroughs housing targets (an uplift of 106 homes over the extant scheme). The scheme would deliver 35.4% of the homes as affordable with 63% of the affordable provision being Affordable and London Affordable Rent for which there is the greatest need in the borough. The housing delivery and particularly the affordable housing provision are significant benefits to the scheme and officers consider that these benefits outweigh the limited harm identified in amenity matters.
- 20.4 It is thus concluded that the proposed development generally and taken overall accords with the development plan. Accordingly, subject to a Stage 2 referral to the Mayor of London and subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions set out within this report.

Appendix 1: Site Location Plan

1
1:1250
Proposed Site Location Plan - D3-D7



↑ N

Appendix 2: Conditions

Condition 1 - Time limit

The development hereby permitted shall be commenced within three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

Condition 2 - Approved Plans

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

- Consented Sitewide Masterplan 1 PTA-ZZ-ZZ-DR-A-01002-P4
- Site Location Plan 190010 - PTA-ZZ-ZZ-DR-A-01002-P6
- Wheelchair Adaptable Homes Reference Plan - PTA-ZZ-ZZ-DR-A-03200-P4
- Site Landscape Plan - PTA-ZZ-ZZ-DR-A-03500-P4
- Podium Landscape Plan - PTA-ZZ-ZZ-DR-A-03501-P5
- Ground Floor Site Plan - PTA-ZZ-ZZ-DR-A-03100-P7
- Lower Ground Floor Plan - PTA-ZZ-ZZ-DR-A-03101-P18
- Ground Floor Plan - PTA-ZZ-ZZ-DR-A-03102-P20
- First Floor Plan - PTA-ZZ-ZZ-DR-A-03103-P21
- Second Floor Plan - PTA-ZZ-ZZ-DR-A-03104-P19
- Third Floor Plan - PTA-ZZ-ZZ-DR-A-03105-P19
- Fourth Floor Plan - PTA-ZZ-ZZ-DR-A-03106-P15
- Fifth Floor Plan - PTA-ZZ-ZZ-DR-A-03107-P16
- Sixth Floor Plan - PTA-ZZ-ZZ-DR-A-03108-P15
- Seventh Floor Plan - PTA-ZZ-ZZ-DR-A-03109-P18
- Eighth Floor Plan - PTA-ZZ-ZZ-DR-A-03110-P18
- Ninth Floor Plan - PTA-ZZ-ZZ-DR-A-03111-P17

- Tenth Floor Plan - PTA-ZZ-ZZ-DR-A-03112 -P14
- Eleventh Floor Plan - PTA-ZZ-ZZ-DR-A-03113-P14
- Twelfth Floor Plan - PTA-ZZ-ZZ-DR-A-03114-P17
- Thirteenth Floor Plan - PTA-ZZ-ZZ-DR-A-03115-P14
- Fourteenth Floor Plan - PTA-ZZ-ZZ-DR-A-03116-P13
- Fifteenth Floor Plan - PTA-ZZ-ZZ-DR-A-03117-P13
- Sixteenth Floor Plan - PTA-ZZ-ZZ-DR-A-03118-P13
- Roof Plan - PTA-ZZ-ZZ-DR-A-03123-P12
- East Elevation - PTA-ZZ-ZZ-DR-A-05003-P11
- South Elevation - PTA-ZZ-ZZ-DR-A-05004-P12
- West Elevation - PTA-ZZ-ZZ-DR-A-05005-P11
- Courtyard Elevation - West - PTA-ZZ-ZZ-DR-A-05007-P12
- Courtyard Elevation - North - PTA-ZZ-ZZ-DR-A-05008-P11
- Courtyard Elevation - East - PTA-ZZ-ZZ-DR-A-05009-P9
- Home Type 9 - PTA-ZZ-ZZ-DR-A-70309-P5
- Home Type 14 - PTA-ZZ-ZZ-DR-A-70314-P5
- Home Type 21 - PTA-ZZ-ZZ-DR-A-70321-P8
- Home Type 22 - PTA-ZZ-ZZ-DR-A-70322-P5
- Home Type 23 - PTA-ZZ-ZZ-DR-A-70323-P5
- Home Type 24 - PTA-ZZ-ZZ-DR-A-70324-P5
- Home Type 25 - PTA-ZZ-ZZ-DR-A-70325-P5
- Home Type 26 - PTA-ZZ-ZZ-DR-A-70326-P5
- Home Type 27 - PTA-ZZ-ZZ-DR-A-70327-P5
- Home Type 30 - PTA-ZZ-ZZ-DR-A-70330-P13
- Home Type 31 - PTA-ZZ-ZZ-DR-A-70331-P9
- Home Type 32 - PTA-ZZ-ZZ-DR-A-70332-P5
- Home Type 34 - PTA-ZZ-ZZ-DR-A-70334-14
- Home Type 35 - PTA-ZZ-ZZ-DR-A-70335-P5

- Home Type 36 - PTA-ZZ-ZZ-DR-A-70336-P6
- Home Type 37 - PTA-ZZ-ZZ-DR-A-70337-P5
- Home Type 38 - PTA-ZZ-ZZ-DR-A-70338-P5
- Home Type 40 - PTA-ZZ-ZZ-DR-A-70340-P5
- Home Type 41 - PTA-ZZ-ZZ-DR-A-70341-P11
- Home Type 42 - PTA-ZZ-ZZ-DR-A-70342-P10
- Home Type 43 - PTA-ZZ-ZZ-DR-A-70343-P10
- Home Type 45 - PTA-ZZ-ZZ-DR-A -70344-P1
- Home Type 46 - PTA-ZZ-ZZ-DR-A -770246-P1
- Home Type 26 M4(3) - PTA-ZZ-ZZ-DR-A-70904-P4
- Home Type 31 M4(3) - PTA-ZZ-ZZ-DR-A-70906-P4
- Home Type 24 M4(3) - PTA-ZZ-ZZ-DR-A-70908-P2
- Home Type 101 M4(3) - PTA-ZZ-ZZ-DR-A-70909-P1
- Home Type 102 M4(3) - PTA-ZZ-ZZ-DR-A-70910-P1
- Home Type 105 M4(3) - PTA-ZZ-ZZ-DR-A-70911-P1
- Home Type 100 - PTA-ZZ-ZZ-DR-A-70500-P7
- Home Type 101 - PTA-ZZ-ZZ-DR-A-70501-P7
- Home Type 102 - PTA-ZZ-ZZ-DR-A-70502-P7
- Home Type 103 - PTA-ZZ-ZZ-DR-A-70503-P7
- Home Type 104 - PTA-ZZ-ZZ-DR-A-70504-P8
- Home Type 105 - PTA-ZZ-ZZ-DR-A-70505-P8
- Home Type 106 - PTA-ZZ-ZZ-DR-A-70506-P8
- Home Type 107 - PTA-ZZ-ZZ-DR-A-70507-P4

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 application as assessed in line with Policies DM01, DM02, DM05 of the Barnet Local Plan (2012) and Policies 3.5, 7.2, 7.5 and 7.8 of the London Plan (2016).

Condition 3 – Demolition and Construction Management and Logistics Plan

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;
- 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.

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.

Condition 4 - Delivery and Servicing Management Plan (DSMP)

Prior to the occupation of the development a Delivery and Servicing Management Plan should be submitted to and approved in writing by the Local Planning Authority. All servicing and delivery arrangements shall be carried out in accordance with the approved Plan. If changes are made a revised Delivery and Service 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.

Condition 5 - Stopping Up

Prior to the commencement of the development hereby approved, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Reason: To ensure that adequate public access is provided throughout the development.

Condition 6 – Residential Car Parking Management Scheme (CPMC)

Prior to occupation, a Residential Car Parking Management Scheme to cover C use classes shall be submitted to and agreed in writing by the Local Planning Authority. The RCPMS shall include a plan identifying the disabled parking spaces to be delivered clearly marked with a British Standard disabled symbol and disabled parking shall be retained for the use of disabled persons and their vehicles and for no other purpose unless agreed in writing with the Local Planning Authority. The RCPMS shall include details of electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for each and every disabled space.

Reason: To ensure that parking is provided and managed in line with Barnet Council standards in the interests of highway and pedestrian safety and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012. 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.

Condition 7 – Cycle Parking

Prior to occupation, cycle parking and cycle storage facilities shall be provided in accordance with the approved drawings and shall be permanently retained thereafter unless agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Plan and London Cycle Design Standards, 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.

Condition 8 – Air Quality Mitigation

A scheme setting out air pollution mitigation measures shall be submitted to and approved by the Local Planning Authority prior to the commencement of development. This shall include mitigation for when air quality neutral transport and building assessments do not meet the benchmarks.

The approved mitigation scheme as set out in the WSP BEAUFORT PARK (D3 TO D7) Environmental Statement Vol 1 - Chapter 6 Air Quality, dated January 2020 shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the development does not have an adverse impact on air quality in the vicinity, in line with the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan 2011

Condition 9 – Contaminated Land

If any risk of harm is identified in the desktop study and Conceptual Model, 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.

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

Where remediation of contamination of the site is required completion of the remediation detailed in the method statement shall be carried out on a phased basis prior to the first occupation of that phase and a report that provides verification that the required works have been carried out in respect of a phase, shall be submitted to, and approved in writing by the Local Planning Authority within three months of occupation of that phase.

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 October 2016) and 5.21 of the London Plan 2016.

Condition 10 – Noise Restriction

The level of noise emitted from the (specify machinery) 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.

Condition 11 – Kitchen Extraction Equipment

Prior to the occupation of any commercial unit as an A3 premises, a detailed assessment for the kitchen extraction units, which assesses the likely impacts of odour and smoke on the neighbouring properties shall be carried out by an approved consultant. This fully detailed assessment shall indicate the measures to be used to control and minimise odour and smoke to address its findings and should include some or all of the following: grease filters,

carbon filters, odour neutralization and electrostatic precipitators (ESP). The equipment shall be installed using anti-vibration mounts. It should clearly show the scheme in a scale diagram and shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the amenities of the neighbouring occupiers are not prejudiced odour and smoke in the immediate surroundings in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

Condition 12 – Surface Water Drainage Strategy

Prior to the commencement of works, a detailed surface water drainage strategy report for the development has been submitted and approved in writing by London Borough of Barnet planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. Surface water drainage strategy should include but not limited to:

- There are discrepancies between MicroDrainage input data and the proposed drainage layout plan. The drainage design layout plan shows a large underground attenuation storage connected to a hydrobrake manhole (S6), but the MicroDrainage design input data indicates that S6 manhole is the attenuation storage with a hydrobrake control device. The same idea has been used for the smaller underground attenuation storage.
- Assessment of the attenuation storage volumes to cope with the 100-year rainfall event plus climate change based on correct representation of design layout as explained above;
- Appropriate design rainfall i.e. Flood Estimation Handbook (FEH) design rainfall 2013, should be used. Currently, Micro Drainage outputs show Flood Studies Report (FSR) design rainfall 1975, has been used for drainage assessment.
- Confirmation of Thames Water agreement for discharge to their system and the proposed discharge rate (the existing consent dated February 3rd ,2010). Sewer Correspondence with Thames Water in Appendix C is unreadable.
- Calculation evidence of the existing rate of brownfield discharge, showing catchment area, runoff time of concentration, intensity rainfalls;
- 50% drain down time of the proposed attenuation storage volumes;
- Details of overland flood flow routes in the event of system exceedance, or blockage with demonstration that such flows can be appropriately managed on site without increasing the flood risk to occupants or neighbouring properties and its impact on the basement carpark for safe access and egress

- Assessment of the proposed drainage system during the 30-year design rainfall according to Sewer for Adoption 7th Edition using correct drainage layout (without attenuation storage or flow control structure);
- SuDS management programme and on-going maintenance responsibilities during the life of the development;
- Relevant Operation & Maintenance Plan; 12. SuDS detailed design drawings 13. SuDS construction phasing

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

Condition 13 – Lighting

Prior to occupation of the development, a detailed lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall:

- a) include details of the location, height and specification of external lights and fixtures, including the proposed installation angle of lightings fittings (which shall be selected to achieve a zero upward light ratio, in line with the applicant's Visibility and Light Pollution Study, 2019).
- b) outline the mitigation measures to minimise light spillage and glare in line the Visibility and Light Pollution Study (2019) and industry best practice ('Institution of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light GN01:2011') and ensure light is distributed so as to minimise light spillage, glare, or sky glow from affecting the surrounding residential properties and nearby UCL observatory.

The approved details shall be completed prior to occupation of the development and shall thereafter be permanently retained.

Reason: In the interests of visual amenity, community safety and to prevent light pollution and adverse impacts affecting the amenity of adjacent residential properties in accordance

with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

Condition 14 – Operational Waste Management and Recycling Strategy

Prior to the first occupation of the development, a waste and recycling strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall set out the location, design and accessibility of refuse and recycling stores, details of the separation and collection of waste, storage of bulky waste and any chute systems or waste compactors. The waste and recycling strategy shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details, made available for use prior to the first occupation of the development, and managed and operated in accordance with the approved strategy in perpetuity.

Reason: To ensure adequate refuse storage is provided on site and can be readily collected, in accordance with Policy CS14 of the Barnet Local Plan (2012) and Policy 5.15 of the London Plan (2016).

Condition 15 – Architectural Detailing

Prior to the completion of the ground floor slab, annotated drawings/bay studies for each building elevation at a scale of 1:50 shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the following:

- a) materials to be used on all external surfaces of the proposed buildings - including details of the proposed brickwork, stone, metal cladding panels, specifying varied colours or tones (including samples of materials, where appropriate which shall be provided for inspection on site by the LPA as required).
- b) materials details for any other external features of the building, including render, finishes, louvres, external window or door frames, balcony balustrades, bases, underlays and supporting structures, commercial frontages and facias (including samples of materials, where appropriate which shall be provided for inspection on site by the LPA as required).
- c) windows, including:
 - I. glazing specifications
 - II. depth of window reveals
- d) privacy screens serving private amenity spaces.
- e) acoustic panels and means of enclosure serving rooftop level communal amenity spaces.
- f) colonnades and soffits – including depths and material details.

The approved details of the block to be occupied shall be completed prior to occupation.

Reason: To ensure the development is completed in line with the architectural and materials approach set out in the applicant's submitted Design and Access Statement (2019) and to ensure the scheme achieves good design in the interests of future occupants of the scheme and the character and appearance of the area, in accordance with Policies CS5, DM01, DM05 of the Barnet Local Plan (2012) and Policies 7.4, 7.6, and 7.7 of the London Plan (2016).

Condition 16 – Roof Level Structures

Prior to completion of the ground floor slab, details of any roof level structures shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of roof level plant, water tanks, ventilation/extraction equipment, flues, television reception equipment, solar photovoltaic panels, any other built structure.

The details shall include a justification for the height and size of the roof level structures, their location, height above parapet level, specifications and associated enclosures, screening devices and cladding.

The development shall be carried out in accordance with the approved details and no roof level structures shall be installed other than those approved.

Reason: In the interests of good design and also to ensure that the Local Planning Authority is satisfied that any roof-level structures do not have a harmful impact on the character and appearance of the area, in accordance with Policies CS05 and DM05 of the Barnet Local Plan (2012) and Policies 3.5, 7.4, 7.6 and 7.8 of the London Plan (2016).

Condition 17 - Landscaping, public realm, play space and boundary treatments

Prior to superstructure work commencing, a detailed landscaping and public realm scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall include the following:

- a) an annotated plan showing the layout and extent and type of hard and soft landscaping.
- b) details of hard landscaping, including specifications and materials for ground level surfaces, steps, edges, ridges (including samples, where appropriate).
- c) proposed tree species, plant sizing, proposed rooting/soil volume for trees, means of planting (staking and tying of trees, including tree guards), and maintenance schedule for regular pruning, watering and fertilizer use.
- d) details of other soft landscaping and planting, including any grassed/turfed areas, shrubs, herbaceous planting areas and green walls.

- e) enclosures and boundary treatments - including the type, dimension and treatments of any walls, fences, gates, railings and hedges (and details of any temporary boundaries or means of enclosure).
- f) children's play and informal recreation features and equipment.
- g) street furniture - including the location, type, dimensions and materials of seating, lighting, wayfinding signage and public art.
- h) a statement setting out how the proposed landscaping fits in with the overarching site wide landscape strategy
- i) Brown and green roofs

The approved details shall be completed prior to occupation of the development and shall thereafter be permanently retained.

Reason: In the interests of good design and to promote urban greening, biodiversity, sustainable urban drainage and to ensure acceptable residential amenity, privacy and play space provision, in accordance with Barnet Local Plan PPolicies 3.5, 3.6, 5.10, 5.13 and 7.5 of the London Plan (2016).

Condition 18 – Replacement Trees

Any trees, hedges 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 the 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 and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

Condition 19 – Accessible Dwellings

A minimum of 10% of all dwellings shall be built to be M4(3) adaptable wheelchair user dwellings contained within Part M volume 1 of the Building Regulations, as identified on the plans approved under condition 2. All other dwellings shall be built to requirement M4(2) accessible and adaptable dwellings contained within Part M volume 1 of the Building Regulations.

Reason: To promote housing choice for disabled and elderly households and ensure a socially inclusive and sustainable development, in accordance with Policies CS4, DM02 of the Barnet Local Plan (2012) and Policies 3.8, 7.2 of the London Plan (2016).

Condition 20 – Secured by Design

Prior to the first occupation of the relevant part of the development, certification demonstrating compliance with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: in the interests of community safety in accordance with paragraphs 8 and 11 of the NPPF.

Condition 21 – Opening Hours

The ground floor level flexible use commercial premises, as shown on the approved drawings, shall not be open to customers other than between the hours of 0700 and 2300 Mondays to Saturdays, and 0800 to 2200 Sundays and at no other times, unless otherwise approved, in writing, by the Local Planning Authority.

Reason: To safeguard the amenities of neighboring residents and future residents of the development, in accordance with DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

Condition 22 – Sustainability Standards

The development shall achieve an ‘Very Good’ rating under BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) for the Shell/Shell and Core stage and an ‘Excellent’ rating under BREEAM Refurbishment and Fit-out 2014.

- a) Within 12 months of work starting on the development, unless otherwise agreed in writing, a BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) Shell and Core Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted, by the developer, and approved in writing by the Local Planning Authority to show that a minimum ‘very good’ rating will be achieved.
- b) Within 3 months of first occupation of the non-residential unit within the development, unless otherwise agreed in writing, a BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) Shell and Core Final (Post-Construction) Certificate, issued by the BRE, must be submitted, by the developer, and approved in writing by the Local Planning Authority to demonstrate that an ‘very good’ rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.
- c) Prior to commencement of the fit-out of the non-residential unit within the development, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 3 and 4 Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to show that a minimum ‘very good rating will be achieved.

- d) Within 3 months of first occupation of a non-residential unit within the development, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 3 and 4 Final (Post-Construction) Certificate, issued by the BRE, must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to demonstrate that an 'very good' rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

Reason: In the interests of sustainable development and in accordance with London Plan Policies 5.2-5.7.

Condition 23 – Construction Times

No construction works shall occur outside of the following times unless otherwise agreed in writing by the Local Planning Authority:

- 08:00 - 18:00 hours weekdays;
- 08:00 - 13:00 hours Saturdays.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

Condition 24 – Impact Piling

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for the development has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent any damage to nearby underground utility infrastructure.

Condition 25 – PD Restriction

Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order), the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

The installation of any structures or apparatus for purposes relating to telecommunications or any part of the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that order.

Reason: To ensure that the development does not impact adversely on the character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with Policies CS5 and DM01 of the Local Plan.

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Location	Colesworth House, Crokesley House, Curtlington House, Clare House And Kedyngton House Burnt Oak Broadway Edgware HA8	
		AGENDA ITEM 9
Reference:	19/2657/FUL	Received: 9th May 2019 Accepted: 20th May 2019
Ward:	Burnt Oak	Expiry 19th August 2019
Applicant:	Mrs Susanna Morales	
Proposal:	Roof extensions to the five purpose-built apartment blocks of Burnt Oak Broadway Estate to create 18 new 1 and 2 bedroom flats with their own private amenity space. Single storey ground floor side extension to Crokesley House for the installation of a plant room. Associated works to landscaping, parking areas, refuse areas, fencing and cycle storage. (AMENDED DESCRIPTION AND ADDITIONAL PLANS FOR THE INSTALLATION OF A PLANT ROOM)	

OFFICER'S RECOMMENDATION

Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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 their absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

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

5428-1015 A, 5428-1016 A, 5428-1017 A, 5428-1018 A, 5428-1019 A, 5428-1050, 5428-1000 B, 5428-1800 D, 4138/P01 A, 4138/P02 A, 4138/P03 A, 5428-1603 C, 5428-1600 C, 5428-1601 C, 5428-1602 C, 5428-1604 C, 5428-1450 C, 5428-1451 C, 5428-1426 E, 5428-1427 E, 5428-1420 E, 5428-1421 E, 5428-1422 E, 5428-1423 E, 5428-1424 D, 5428-1425 E, 5428-1005 A, Biodiversity Survey Report (Rev 1) by foa ecology dated April 2019, Daylight and Sunlight Assessment, Planning Report by elementa dated 18.03.2019, Energy Strategy Report by elementa dated 18.03.2019, Schedule of Materials, 4138/P01 Revision B, PROPOSED TANK ROOM PLANS AND ELEVATIONS 1 of 2 (REF:C7714-HLM-00-00-DR-A-00150), PROPOSED TANK ROOM PLANS AND ELEVATIONS 2 of 2 (REF:C7714-HLM-00-00-DR-A-00150), Noise Emission Levels by Dutypoint (uploaded 21.09.2020).

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 in conjunction with the acting chair of the Committee.

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 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, 38 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.

- 5 No site works 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;
- viii. details of contractor's 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.
- xi. Provision of a competent banksman.

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.

- 6 Within 3 months of occupation, Residential Travel Plan that meets the criteria of the current Transport for London Travel Plan guidance , currently 'Travel Planning for new development in London incorporating deliveries and servicing' and Itrace or TRICS compliant surveys shall be submitted to and approved in writing by the Local Planning Authority. The document shall set out the transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non-car modes of transport such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan Statement should include the appointment of a Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted in writing for approval in years 1, 3 and 5 in accordance with the targets set out in the Plan. Monitoring of the travel plan is to be funded by the applicant in accordance with the Barnet's Travel Plan SPD.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.

- 7 The applicant shall carry out a "before" and "after" condition survey of the agreed route to be utilised by all construction traffic. The "before" survey shall be submitted to and approved in writing by Local Planning Authority prior to the commencement of the development. The "after" survey shall be completed three months before the completion of the development and thereafter submitted to and approved in writing by the Local Planning Authority. Any recommended works necessary to reinstate the condition of the agreed route to that identified within the "before" survey shall be implemented as approved following completion of the development.

Reason: To ensure that the road is maintained in a suitable condition in order to minimise danger, obstruction and inconvenience to users of the highway.

- 8 No development shall commence until a highway condition survey 50 metres on either side of the development access has been carried out, and the details have been submitted to and approved in writing by the Local Planning Authority.

Reason: Details are required to be submitted prior to the commencement of development to provide a record baseline assessment of the condition of the highway in the interest of highway safety.

- 9 Prior to occupation of the development full details of the electric vehicle charging points consisting 1 active and 1 passive shall be submitted to and approved in writing by the Local Planning Authority. These details shall include provision for not less than 20% of the approved residential parking spaces to be provided with active electric vehicle charging facilities and 20% passive electrical charging facility. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

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.

- 10 a) No development other than demolition works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of Noise of Traffic 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 Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

- 11 Prior to the first occupation of the new development a 'Secured by Design' accreditation shall be obtained for the new residential units.

c) The development shall only be carried out in accordance with the approved details and retained as such thereafter.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

- 12 Development shall not begin until a surface water drainage strategy for the development has been submitted and approved in writing by the Local Authority.

Reason: to should demonstrate that the development is in compliance with the London Plan water hierarchy for run off especially in areas identified as prone to flooding from surface water run off in accordance with Policy DM04 of the Development Management Policies DPD (2012) and London Plan (2015).

- 13 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) 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.
- c) 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.

- 14 a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.
- b) 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 approved under this condition 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 accordance with the protection plan and method statement as approved under this condition.

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.

- 15 a) Prior to the first occupation of the hereby approved development, details of the proposed green roof have been submitted to and approved in writing by the Local Planning Authority.
- b) The green roof shall be implemented in accordance with the details approved this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of

the completion of development, it shall be replaced in accordance with the details approved by this condition.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

- 16 Prior to occupation of the development of the development details of refuse collection must be submitted to and approved in writing by the Local Planning Authority. Refuse collection points should be located within 10 metres of the Public Highway, at ground floor level, otherwise, the development access needs to be designed and constructed to allow refuse vehicles to access the site and turn around within the site, including access road construction to be designed in accordance with the Council's adoptable standards. The applicant will be expected to sign a Waiver of Liability and Indemnity Agreement to indemnify the Council against any claims for damage caused to private roads arising from and/ or in connection with the collection of waste by the Council vehicle from the premises.

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

- 17 The recommendations set out Biodiversity Survey Report (Rev 1) prepared by foa ecology dated April 2019 approved under Condition 1 of this consent, shall be implemented in full and adhered to throughout the site preparation, demolition and construction process.

Reason: To ensure the development makes a positive contribution to the protection, enhancement, creation and management of biodiversity and would not have a significant adverse affect on protected species in accordance with Policy DM16 of Barnet's Development Management Policies Document DPD (2012) and London Plan Policy 7.19.

- 18 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.

- 19 a) Before development commences, an air quality assessment report written in accordance with the relevant current guidance shall be submitted to and approved by the Local Planning Authority. The report shall include an assessment of the air

quality impacts of the demolition, construction and operational phases of the development.

The assessment shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process, the London Air Quality Network and London Atmospheric Emissions Inventory. 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) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

c) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan (2016).

- 20 The development hereby approved shall not commence until the Local Planning Authority has approved in writing a scheme for the arrangements to secure the highway improvement for the existing junction at Montrose Avenue and Burnt Oak Broadway.

Reason: To ensure the development does not prejudice highways safety and the free flow of traffic in accordance with Policy DM17 of the Development Management Policies DPD.

- 21 The development hereby approved shall not commence until suitable arrangements for provision of carbon offset funding are submitted in writing and approved by the Local Planning Authority.

Reason: To ensure the development is in accordance with the London Plan (2016) Policies 5.2 and 5.3, and the GLA's Energy Assessment Guidance (2018)

- 22 a) Prior to the first occupation of the development hereby approved, a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the plant, and establishes any mitigation measures for the development to reduce these noise impacts to acceptable levels (as may be required) 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 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 2015.

- 23 The level of noise emitted from the 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 2015.

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

- 3 Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. If the refuse vehicle is expected to travel over an unadopted road then the applicant will be expected to sign a Waiver of Liability and Indemnity Agreement indemnifying the Council. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.
- 4 The applicant is required to submit a Street Works Licence application to the Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ, 4-6 weeks before the start of works on the public highways.
- 5 As a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk or nrswa@barnet.gov.uk at least 10 days prior to commencement of the development works.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

- 6 Surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water

therein.

- 7 The Air Quality reports required under the Environment Act 1995 have highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an air quality report; the report should have regard to the air quality predictions and monitoring results from the most recent Review and Assessment report available from the LPA web site and Air Quality England. The report should be written in accordance with the following guidance : 1) Environmental Protection UK and IAQM Guidance: Land-Use Planning and Development Control: Planning for Air Quality, Jan 2017); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(16); 4) London Councils Air Quality and Planning Guidance (2007); 5) Mayor of London's Supplementary Planning Guidance for Sustainable Design and Construction (2014); 6) Section 6.2 of the Technical Guidance Note D1 (Dispersion) 'Guidelines on Discharge Stack Heights for Polluting Emissions' 7) The control of dust and emissions from construction and demolition, Best Practice Guidance London Councils, 2006; 8) The Control of Dust and Emissions during construction and demolition supplementary planning guidance July 2014; 9) Air Quality Neutral Planning Support Update April 2014 and 10) Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 8 The submitted Construction Method Statement shall include as a minimum details of:
- o Site hoarding
 - o Wheel washing
 - o Dust suppression methods and kit to be used
 - o 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.
 - o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
 - o 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.
 - o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out
 - o 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.

The statement shall have regard to the most relevant and up to date guidance including: Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014.

- 9 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 non-infection 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."

- 10 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 £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for payment under Mayoral CIL.

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. Your planning application has therefore been assessed at this time as liable for payment under Barnet CIL.

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.

OFFICER'S ASSESSMENT

This application has been resubmitted to the 02 November 2020 Planning Committee on the basis that the applicants now require the addition of a plant room at ground floor level resulting in a single storey side extension to Crokesley House. Furthermore, when last heard by Planning Committee on the 10 October 2019, the scheme was recommended for approval subject to a legal agreement to secure financial contributions for highway

It has been noted the assessment of the floor area of the bedrooms had not been adjusted for the most recent revision of the relevant policy Guidance. This has now been rectified and all units are confirmed as meeting the required standard.

2. Site History

Reference: W00372B/06

Address: Clare House, Burnt Oak Broadway, Edgware, HA8 0BW

Decision: Approved subject to conditions

Decision Date: 16 November 2006

Description: Replacement of existing windows with new PVCU windows.

Reference: 17/8140/FUL

Address: Stag House, 94 Burnt Oak Broadway, Edgware, HA8 0BE.

Decision: Approved subject to a legal agreement.

Decision Date: 24 January 2019

Description: Demolition of the existing building. Erection of a four, five and six-storey building to facilitate 51 no (assisted living C2 use) self-contained units with associated communal facilities, landscaping, parking, buggy/cycle storage and refuse and recycling storage

3. Proposal

The application proposes roof extensions to the five purpose-built apartment blocks of Burnt Oak Broadway Estate to create 18 new 1 and 2 bedroom flats with their own private amenity space. All units would be for social rent.

The extensions to each building and the units created would be as follows;

Kedyngton House

Kedyngton House has a maximum height of 14 metres to the top of the existing chimney measured at the lowest ground level, with an existing height of 9 metres to the top of the flat roof. The height of the extension ranges from 3.2 to 4 metres stepped along the existing roof of the building. The existing chimneys will be incorporated into the design of extension and will still stand at the highest point.

The extension would result in the formation of 3 units, Flat P, Q and R which would be as follows;

Flat P - 1 Bedroom 2 Person - 61sqm (GIA:50sqm)

Flat Q - 2 Bedroom 3 person - 84sqm (GIA: 61sqm)

Flat R - 1 bedroom 2 person - 58sqm (GIA 50sqm)

Clare house

Clare House has a maximum height of 14.6 metres to the top of the existing chimney measured at the lowest ground level, with an existing height of 10.5 metres to the top of the flat roof. The height of the extension ranges from 3.20 to 3.25 metres along the existing roof of the building. The existing chimneys will be incorporated into the design of extension and will still stand at the highest point.

The extension would result in the formation of 3 units, Flat P, Q and R which would be as follows;

Flat M - 1 Bedroom 2 Person - 65sqm (GIA:50sqm)

Flat N - 2 Bedroom 3 person - 75sqm (GIA: 61sqm)

Flat O - 1 bedroom 2 person - 57sqm (GIA 50sqm)

Curtlington House

Curtlington House has a maximum height of 14.3 metres to the top of the existing chimney measured at the lowest ground level, with an existing height of 10.2 metres to the top of the flat roof. The height of the extension ranges from 3.2 to 3.3 metres stepped along the existing roof of the building. The existing chimneys will be incorporated into the design of extension and will still stand at the highest point.

The extension would result in the formation of 4 units, Flat I, J, K and L which would be as follows;

Flat I - 2 Bedroom 3 Person - 72sqm (GIA: 61sqm)
Flat J - 1 Bedroom 2 person - 67sqm (GIA: 50sqm)
Flat K - 2 bedroom 3 person - 73sqm (GIA 61sqm)
Flat L - 2 bedroom 3 person - 63sqm (GIA 61sqm)

Crokesley House

Crokesley House has a maximum height of 13.9 metres to the top of the existing chimney measured at the lowest ground level, with an existing height of 9.6 metres to the top of the flat roof. The height of the extension ranges from 3.2 to 3.4 metres along the existing roof of the building. The existing chimneys will be incorporated into the design of extension and will still stand at the highest point.

The extension would result in the formation of 3 units, Flat P, Q and R which would be as follows;

Flat E - 2 Bedroom 4 Person - 82.6sqm (GIA: 70sqm)
Flat F - 1 Bedroom 2 person - 70sqm (GIA: 61sqm)
Flat G - 1 bedroom 2 person - 73.2sqm (GIA 50sqm)
Flat H - 2 bedroom 3 person - 80.5sqm (GIA 70sqm)

The proposal also includes the construction of a single storey side extension to the south western elevation of Crokesley House with a width of 6.3 metres, height of 3.1 metres and depth of 3 metres to be used as a plant room.

Colesworth House

Colesworth House has a maximum height of 13.8 metres to the top of the existing chimney measured at the lowest ground level, with an existing height of 9.8 metres to the top of the flat roof. The height of the extension ranges from 3.2 to 3.45 metres along the existing roof of the building. The existing chimneys will be incorporated into the design of extension and will still stand at the highest point.

The extension would result in the formation of 4 units, Flats A, B, C and D which would be as follows;

Flat A - 2 Bedroom 4 Person - 81.7sqm (GIA: 70sqm)
Flat B - 2 Bedroom 3 person - 75.3sqm (GIA: 61sqm)
Flat C - 2 bedroom 3 person - 73.3sqm (GIA 61sqm)
Flat D - 2 bedroom 3 person - 72sqm (GIA 61sqm)

There would also be associated works resulting in alterations and works to landscaping, parking areas, refuse areas, fencing and cycle storage

4. Public Consultation

A site notice was erected 13 June 2019.

Consultation letters were sent to 301 neighbouring properties.

9 responses have been received, comprising 9 letters of objection.

The objections received can be summarised as follows:

- Concerns regarding the existing structural state of the buildings with requirement for building improvements for structural cracks, mould issues and drainage. Concerns regarding potential development resulting in additional damage.
- Concerns regarding impact on existing parking stress by increased residents
- Concerns regarding impact on privacy and light from neighbouring occupier.
- Concerns regarding intensification of the site and subsequent impact on surrounding area in terms of crime and cleanliness.

Re-consultation of neighbours was undertaken for 14 days from the 21st September due to the change in description and amended plans for the installation of a plant room. Another 7 objections were received, most concerns which were stated have already been summarised above and responded to in section 5.4 of this report.

The additional comments that were not previously mentioned are as follows;

- Concerns regarding pest infestation and this will be exacerbated
- Concerns regarding impact on local community services

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 revised National Planning Policy Framework (NPPF) was published on 19th February 2019. 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, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. 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, CS5, CS9
- Relevant Development Management Policies: DM01, DM02, DM04, DM17

The Council's approach to extensions as set out in Policy DM01 is to minimise their impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.
- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.
- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive

and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether the principle of development is acceptable
- 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 neighbouring residents;
- Whether harm would be caused to the amenity of future occupiers;
- Whether harm would be caused to highways parking;
- Whether harm would be caused to trees;
- Any other material considerations

5.3 Assessment of proposals

Principle of development:

Paragraph 117 of the National Planning Policy Framework (NPPF) (2019) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 118 of the NPPF (2019) states that amongst other things, planning policies and decisions should, in point (e): "support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers."

The proposal uses airspace above existing residential development to deliver new homes. It is therefore supportable in principle in accordance with the NPPF (2018).

For areas such as the application site policies CS1 and CS3 of the Barnet's Core Strategy DPD (2012) expects new developments to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

The application site has not been identified for any specific use in development plan planning policies, is previously developed land and is situated in an area characterised by residential housing. The land is located within walking distance of a number of bus stops, is close to local amenities and utilises existing access.

The proposed development would be delivered as a 100% affordable rent development which would meet and exceed the requirements of policy DM10 which seeks to achieve at least 40% affordable housing units across the Borough through the plan period. The ability of this scheme to provide above-threshold affordable housing on site is a compelling material consideration in the planning balance. This provision is to be secured through a legal agreement.

In addition, the further increase in development density close to a town centre, along a key linear route and at a high PTAL location accords with development principles set out in the London Plan.

In such circumstances, Planning Officers find that there is nothing to specifically preclude the development of an additional storey in the broadest sense, subject to the scheme proposed being compliant with the relevant development plan policies.

As such the principle of an additional storey is deemed acceptable.

Impact on character and appearance of main building, street scene and surrounding area:

Paragraph 124 of National Planning Policy Framework (2019) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Policy CS5 of Barnet's Core Strategy (2012) states that the Council will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design.

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states that development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The application site is made up of five separate residential blocks of 3 storeys along Burnt Oak Broadway. The buildings are owned and managed by Barnet Homes. From south to north along burnt Oak Broadway the the buildings are as follows; Kedyngton House, Clare House, Curtlington House, Crokesley House and Colesworth house. Due to the topography along Burnt Oak Broadway the base of each building sits at a slightly higher level than the previous as the street inclines to the north.

The apartment blocks have a flat roof form with associated chimneys and are clad in light yellow bricks. Onsite car parking, cycle parking and buggy storage is located to the rear, with single-storey storage units located between each block. To the front of the site is a large strip of green defensible space which is sporadically occupied by trees. This area whilst functional in its provision of defensible space from the adjacent main road, has limited visual amenity value.

The application site is not located within a conservation area although adjoins the Watling Estate Conservation Area to the rear. No buildings within the application site are either statutory or locally listed buildings. There are no trees subject to a Tree Preservation Order within the curtilage of the application site. The site resides within Flood Zone 1.

The surrounding character is mixed, with residential to the rear located within the Watling Estate Conservation Area and residential, retail and leisure uses opposite. There is no consistent architectural form or scale opposite the application site along Burnt Oak Broadway, with examples of this variance including a two-storey pitched roofed shopping parade, and a six-storey flat roofed building comprising residential and leisure uses.

The proposed extensions and proposed units for each building will be outlined below, before an assessment of the character amenity and other matters will be assessed collectively afterwards.

Kedyngton House

Kedyngton House has a maximum height of 14 metres to the top of the existing chimney measured at the lowest ground level, with an existing height of 9 metres to the top of the flat roof. The height of the extension ranges from 3.2 to 4 metres stepped along the existing roof of the building. The existing chimneys will be incorporated into the design of extension and will still stand at the highest point.

The extension would result in the formation of 3 units, Flat P, Q and R which would be as follows;

Flat P - 1 Bedroom 2 Person - 61sqm (GIA:50sqm)
Flat Q - 2 Bedroom 3 person - 84sqm (GIA: 61sqm)
Flat R - 1 bedroom 2 person - 58sqm (GIA 50sqm)

The proposed units meet all the internal standards set out in the Sustainable Design and Construction SPD (2016) and the London Plan (2016).

Clare house

Clare House has a maximum height of 14.6 metres to the top of the existing chimney measured at the lowest ground level, with an existing height of 10.5 metres to the top of the flat roof. The height of the extension ranges from 3.20 to 3.25 metres along the existing roof of the building. The existing chimneys will be incorporated into the design of extension and will still stand at the highest point.

The extension would result in the formation of 3 units, Flat P, Q and R which would be as follows;

Flat M - 1 Bedroom 2 Person - 65sqm (GIA:50sqm)
Flat N - 2 Bedroom 3 person - 75sqm (GIA: 61sqm)
Flat O - 1 bedroom 2 person - 57sqm (GIA 50sqm)

The proposed units meet all the internal standards set out in the Sustainable Design and Construction SPD (2016) and the London Plan (2016).

Curtlington House

Curtlington House has a maximum height of 14.3 metres to the top of the existing chimney measured at the lowest ground level, with an existing height of 10.2 metres to the top of the flat roof. The height of the extension ranges from 3.2 to 3.3 metres stepped along the existing roof of the building. The existing chimneys will be incorporated into the design of extension and will still stand at the highest point.

The extension would result in the formation of 4 units, Flat I, J, K and L which would be as follows;

Flat I - 2 Bedroom 3 Person - 72sqm (GIA:61sqm)
Flat J - 1 Bedroom 2 person - 67sqm (GIA: 50sqm)
Flat K - 2 bedroom 3 person - 73sqm (GIA 61sqm)
Flat L - 2 bedroom 3 person - 63sqm (GIA 61sqm)

The proposed units meet all the internal standards set out in the Sustainable Design and Construction SPD (2016) and the London Plan (2016).

Crokesley House

Crokesley House has a maximum height of 13.9 metres to the top of the existing chimney measured at the lowest ground level, with an existing height of 9.6 metres to the top of the flat roof. The height of the extension ranges from 3.2 to 3.4 metres along the existing roof of the building. The existing chimneys will be incorporated into the design of extension and will still stand at the highest point.

The extension would result in the formation of 3 units, Flat P, Q and R which would be as follows;

Flat E - 2 Bedroom 4 Person - 82.6sqm (GIA:70sqm)
Flat F - 1 Bedroom 2 person - 70sqm (GIA: 61sqm)
Flat G - 1 bedroom 2 person - 73.2sqm (GIA 50sqm)
Flat H - 2 bedroom 3 person - 80.5sqm (GIA 70sqm)

The proposed units meet all the internal standards set out in the Sustainable Design and Construction SPD (2016) and the London Plan (2016).

The proposal also includes the construction of a single storey side extension to the south western elevation of Crokesley House with a width of 6.3 metres, height of 3.1 metres and depth of 3 metres to be used as a plant room.

Colesworth House

Colesworth House has a maximum height of 13.8 metres to the top of the existing chimney measured at the lowest ground level, with an existing height of 9.8 metres to the top of the flat roof. The height of the extension ranges from 3.2 to 3.45 metres along the existing roof of the building. The existing chimneys will be incorporated into the design of extension and will still stand at the highest point.

The extension would result in the formation of 4 units, Flats A, B, C and D which would be as follows;

Flat A - 2 Bedroom 4 Person - 81.7sqm (GIA:70sqm)
Flat B - 2 Bedroom 3 person - 75.3sqm (GIA: 61sqm)
Flat C - 2 bedroom 3 person - 73.3sqm (GIA 61sqm)
Flat D - 2 bedroom 3 person - 72sqm (GIA 61sqm)

The proposed units meet all the internal standards set out in the Sustainable Design and Construction SPD (2016) and the London Plan (2016).

The proposed extension would introduce an architecturally modern element to the top of each block which is considered to improve the visual interest of each property. The proposed extensions would have a standing seam metal finish with the fenestration framed in dark composite material. The proposed modern additions to the buildings have been informed by the existing architectural details of the property and incorporate the existing chimney stacks into the design. It is considered that the overall design of the extensions would complement the architectural detail of the blocks and would be an appropriate addition to the street scene given the varied architectural styles, design and size of the buildings located along this part of Burnt Oak Broadway.

The proposed size, scale and mass of the proposed extensions would be considered acceptable given they will still be below the maximum height of the existing buildings and will not protrude past the existing elevations of the buildings. Given that the scale, mass and size is appropriate and the aforementioned design aspects improving the architectural interest and visual aesthetics of the buildings the proposal is considered to have an acceptable impact on the character of the buildings, street scene and wider locality.

With regards to the proposed plant room, this has been designed with subservience in mind, sited at ground floor and set back from the street scene elevation. The proposed would be minimal in terms of size and mass and would seek to match the existing building in terms of choice of materials and fenestration. As such, considering the above the proposed is considered to have an acceptable impact on the character of the buildings, street scene and wider locality.

The application has been submitted within a schedule of materials however details of all materials, particularly those proposed with the landscaping have not all been provided. The indicative materials suggested in the schedule and are considered to seem acceptable however specific details of each material including manufacturer/type will be secured by way of condition for provision of materials and samples to be submitted and approved to the local authority prior to construction of the development.

Impact on amenity of neighbouring occupiers:

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.

Privacy is an important design issue and the positioning of homes, including their windows and balconies, should be carefully considered to ensure that adequate privacy is maintained. In particular, habitable rooms and areas of private gardens close to dwellings should not be excessively overlooked by windows or elevated amenity areas such as balconies/terraces. Screening can reduce overlooking in these instances. Privacy can be safeguarded by achieving adequate window to window, or window to balcony distances between buildings (both existing and proposed).

The amenity impacts to be assessed are those to the East of the site with particular consideration to the rear of the closest residential neighbours along Millfield Road. The neighbouring windows to the rear of these properties along Millfield are approximately 25 metres away from any of the blocks of flats located along Burnt Oak Broadway. The proposed outdoor amenity spaces to the units would be facing onto Burnt Oak Broadway in

order to reduce any privacy or overlooking issues. It is considered that the additional mass on the buildings and height of approximately 3 metres would not result in any unacceptable levels of harm to the amenity of the neighbouring occupiers given the significant setback of any rear facing windows

To the north of the site, the closest building Colesworth House is adjacent to The Father's house International Church which does not benefit from limited fenestration to the side elevation adjacent to the application site. As such the additional mass and height is not considered to result in any unacceptable harm. This site is to be redeveloped into an extra care facility also delivered by Open Door Homes.

To the south of the site the southernmost building Kedyngton house is adjacent to a three-storey purpose built block of flats, Montrose Court. The proposal would be set back significantly due to Montrose Avenue running between the flank elevations of each building as well as a significant amount of vegetative screening to both the boundary of the application site and Montrose Court. As such, it is not considered the proposal would result in any unacceptable levels of harm to the amenity of neighbouring occupiers in accordance with Policy DM01 of the Development Management Policies DPD.

With regards to the addition of the plant room, the proposed would be set back a minimum of approximately 1.4 metres from the nearest neighbouring window on Crokesley House and 3 metres from any adjacent window on the north eastern flank elevation of Curtlington House, which when considering its maximum depth of 3 metres and height of 3.1 metres is considered sufficient set back to alleviate any potential adverse impacts on neighbouring amenity.

In summary, it is considered that the development proposals would allow for adequate daylight, sunlight, privacy and outlook in accordance with Policy DM01 of Barnet's Development Management Policies Document DPD (2012).

Amenity of future occupiers

Section 8.4 of Barnet's Local Plan SPD: residential design guidance states: "in designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to outdoor amenity space that is not overlooked from the public realm and provides reasonable level of privacy". In addition to this, section 2.4 of the SPD for sustainable design and construction states that "the impact of development on the availability of daylight / sunlight and privacy to the occupants of existing buildings and the occupants of new development is strongly influenced by design and contributes significantly to the quality of life. The amount of daylight available in buildings enhances people's quality of life and reduces energy use. The Mayor's Housing SPG standard 5.5.2 recommends that development should preferably have direct sunlight in living areas and kitchen dining spaces and all homes should provide for direct sunlight to enter at least one habitable room for part of the day. Overheating should be considered when designing for sunlight".

18 self contained units will be created.

The units are as follows:

Flat A - 2 Bedroom 4 Person - 81.7sqm (GIA:70sqm)
Flat B - 2 Bedroom 3 person - 75.3sqm (GIA: 61sqm)
Flat C - 2 bedroom 3 person - 73.3sqm (GIA 61sqm)

Flat D - 2 bedroom 3 person - 72sqm (GIA 61sqm)
 Flat E - 2 Bedroom 4 Person - 82.6sqm (GIA:70sqm)
 Flat F - 1 Bedroom 2 person - 70sqm (GIA: 61sqm)
 Flat G - 1 bedroom 2 person - 73.2sqm (GIA 50sqm)
 Flat H- 2 bedroom 3 person - 80.5sqm (GIA 70sqm)
 Flat I - 2 Bedroom 3 Person - 72sqm (GIA:61sqm)
 Flat J - 1 Bedroom 2 person - 67sqm (GIA: 50sqm)
 Flat K - 2 bedroom 3 person - 73sqm (GIA 61sqm)
 Flat L - 2 bedroom 3 person - 63sqm (GIA 61sqm)
 Flat M - 1 Bedroom 2 Person - 65sqm (GIA:50sqm)
 Flat N - 2 Bedroom 3 person - 75sqm (GIA: 61sqm)
 Flat O - 1 bedroom 2 person - 57sqm (GIA 50sqm)
 Flat P - 1Bedroom 2 Person - 61sqm (GIA:50sqm)
 Flat Q - 2 Bedroom 3 person - 84sqm (GIA: 61sqm)
 Flat R - 1 bedroom 2 person - 58sqm (GIA 50sqm)

Table 3.3 of the London Plan (2016 MALP) and Barnet's policies and table 2.1 of Barnet's Sustainable Design SPD (Oct 2016) set out the minimum residential space standard requirements for new residential units. The required GIA for units is as follows:

- 1 bed 2 person on one floor requires 50sqm
- 2 bedroom 4 person on one floor requires 70sqm.
- 2 bedroom unit 3 person requires 61 sqm.

The proposed dwellings meet and exceeds the min. GIA requirements.

Lighting

Barnet Councils Sustainable Design and Construction SPD under section 2.4 'Daylight, Privacy (minimum distance), Outlook and Light Pollution' highlights the need for development proposals to ensure that the availability of daylight/sunlight for new developments is adequate and contributes significantly to the quality of life of future occupants.

Within the design principles section, the SPD highlights that all glazing to habitable rooms should normally not be less than 20% of the internal floor area of the room. All rooms are considered to meet and exceed the required glazing levels and would provide a good level of light.

Floor to Ceiling Height

Table 3.3 of Policy 3.5 of the London Plan states that a minimum ceiling height of 2.3 metres is required for at least 75% of the gross internal area of a dwelling, although a floor to ceiling height of 2.5 metres is preferred.

The proposed dwellings meet and exceed the requirement

Amenity Space

Barnet's Local Plan expects that sufficient and functional amenity space should be provided for all new houses and flats wherever possible. The Sustainable design and construction SPD advises that 5m² should be provide per habitable room for flats.

Outdoor amenity space for each unit is provided through winter gardens facing towards Burnt oak Broadway. These amenity space provided varies for each unit as is as follows;

Flat A - 2 Bedroom 4 Person - 7sqm
Flat B - 2 Bedroom 3 person - 6.4sqm
Flat C - 2 bedroom 3 person - 6.5sqm
Flat D - 2 bedroom 3 person - 6.3 sqm
Flat E - 2 Bedroom 4 Person - 7sqm sqm
Flat F - 1 Bedroom 2 person - 5.9sqm
Flat G - 1 bedroom 2 person - 5.8sqm
Flat H- 2 bedroom 3 person - 7.0sqm
Flat I - 2 Bedroom 3 Person - 6sqm
Flat J - 1 Bedroom 2 person - 7.4sqm
Flat K - 2 bedroom 3 person - 7.4sqm
Flat L - 2 bedroom 3 person - 6sqm
Flat M - 1 Bedroom 2 Person - 5.9sqm
Flat N - 2 Bedroom 3 person - 7.3sqm
Flat O - 1 bedroom 2 person - 4.8sqm
Flat P - 1 Bedroom 2 Person - 6.2sqm
Flat Q - 2 Bedroom 3 person - 8.2sqm
Flat R - 1 bedroom 2 person - 5.1sqm

It is noted that the existing units within the five buildings benefit from similar small private outdoor amenity space. The amenity space provide for each unit is under the requirement for the amount of bedrooms and habitable room proposed. However, the site lies within PTAL 4/5 within closing close proximity of several bus routes, Burnt Oak Underground Station and is within close vicinity of Silk stream park within a 5-minute walk. Considering the existing site constraints with limited opportunity to provide any additional outdoor amenity space on the existing site, the PTAL of 4/5 and close vicinity of local parks the shortfall of amenity space is considered acceptable.

Trees:

Policy DM01 of the Adopted Barnet Development Management Policies advises that trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of an area. The council will seek to retain existing wildlife habitats such as trees, shrubs, ponds and hedges wherever possible. Where trees are located on or adjacent to a site the council will require the submission of a tree survey with planning applications indicating the location, species, size and condition of trees. Trees should be retained wherever possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified appropriate replacement should consider both habitat creation and amenity value.

Trees make an important contribution to the character and appearance of the borough. Trees which are healthy and are of high amenity value can be protected by the making of a Tree Preservation Order (TPO) under the Town and Country Planning Act 1990. Tree Preservation Orders can help to protect trees from inappropriate treatment and prevent their removal, as permission must first be sought from the council to carry out most types of tree surgery.

Appropriate protection of TPO trees and those identified for retention will be expected in line with good practice during construction of a development.

The local authorities Landscape Consultant has been consulted on the application. The officer is satisfied the proposals will not harm any of the existing trees on site. It has been acknowledged that there is scope for additional planning and high-quality landscaping on the site as well as the green roofs to the new developments, details to be approved by the local authority prior to occupation of the development will be secured via condition. Furthermore, the proposed Green Roofs are strongly supported, however details on the type and level of planting required will be requested via condition to be agreed prior to occupation of the units.

Parking and highways:

Policy DM17 of Barnet's Development Management Policies Document DPD (2012) states that the council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:

- i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms);
- ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and
- iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).

2. Residential development may be acceptable:

- i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity.
- ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ.

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments.

A private road to the rear of the site provides 68 standard parking spaces for the Estate including 5 disabled parking spaces, with access from Montrose Avenue to the south and egress on Burnt Oak Broadway to the north. The northern access from Burnt Oak Broadway is shared with a car showroom, which is located to the northeast of the site. There is a barrier fixed open at the junction with Burnt Oak Broadway and an additional barrier at the entrance to the Estate.

Approximately 650 metres to the north of the site is Burnt Oak Station which provides frequent underground services into Central London. The closest southbound bus stops are located adjacent to Colesworth House and Kedyngton House on Burnt Oak Broadway. Northbound bus stops are located within 50 metres to the north and south of the site boundary respectively. To the north- The PTAL rating of the site is 3/4 (good). There are 7 bus routes within 5 minutes walking distance of the site providing access to destinations such as Ruislip, Brent Cross and Edgware.

In the vicinity of the site, Burnt Oak Broadway is restricted by single and double yellow lines and designated loading bays. The single yellow lines on the east side of the street restricts loading between Monday - Friday, 8am - 6.30pm. The site is just outside a CPZ but there is unrestricted parking in close vicinity.

There is a pedestrian route along the Estate road within the site boundary, which connects to the footway on Burnt Oak Broadway. The footways on Burnt Oak Broadway is in excess of 7.5m in width. Footways are well maintained and raised tables with tactile paving are provided at junctions with side roads. There is a pedestrian refuge island located on Burnt Oak Broadway at the southern extent of the site. A short distance (60 metres south of the site) on Burnt Oak Broadway is a pedestrian refuge island and Zebra crossing. The Watling Avenue / Burnt Oak Broadway junction, (170 metres north of the site) provides signal-controlled pedestrian crossing facilities. There are also 2 signal-controlled pedestrian crossings along Watling Avenue which are located along the desire line to Burnt Oak Broadway Underground Station. All other side roads rely on dropped kerbs and tactile paving along the route. It is considered that the access between the site and local facilities does not present a barrier to those with disabilities

Montrose Avenue and Watling Street are designated by TfL "as quieter roads that have been recommended by other cyclists. Also, to the north east of the site, a greenway for cyclists runs through Silkstream Park.

The nearest car club location is approximately 1km (12 - 13 minutes' walk) to the south of the site on Colindeep Lane, within a development known as Zenith House. There is also a car club at the Pulse Development on Joslin Avenue a short distance from Colindale Station, approximately 1.3km (16 - 17 minutes' walk) to the south east of the site.

The applicant proposes 5 parking spaces for the 20 units which equates to a parking ratio of 0.25 spaces per dwelling. However, the existing development has 78 flats with 64 spaces so in total, there will be 98 units with a parking provision of 70 spaces which equates to a ratio of just over 0.70 spaces per dwelling.

2011 census suggest that car ownership ratio for the ward in which the site is located is 0.56 spaces per dwelling. Going by level of average car ownership indicated for this super output area, a total 98 units will generate approximately 55 cars. The site is easily accessible by public transport and has a PTAL of 4/5 (good). It is therefore considered that the level of parking provision on site with a ratio of 0.7 spaces per dwelling is acceptable.

Cycle Parking

Based on London Plan standards, a total of 38 long-stay cycle parking spaces should be provided. The application form indicate that 20 cycle parking spaces are proposed and this does not meet the minimum standards set out in the London Plan. The current proposal has a short fall of 18 cycle spaces. After the benefit of a site visit it is considered that there is space to provide the additional required cycling spaces on site. These details shall be secured by way of condition prior to occupation of the units. The long stay cycle parking spaces must be provided in a covered, sheltered, lockable and enclosed compound.

Road Safety

The Highways Officer has states that records show that there has been 14 reported personal injury accidents in the section of Burnt Oak Broadway between Stag Lane and Montrose

Avenue vicinity on the five year period ending 2018. 11 were slight, 2 were serious and 1 was fatal with 6 of the accidents involved pedestrians.

The two serious accidents occurred on Montrose Avenue and at the junction with Stag Lane. The one fatal accident occurred on Montrose Avenue near St Alphege Walk.

This suggest that there is a safety problem on roads surrounding the site. The site will generate nearly around 90 person trips daily and residents of the development will use this accident hotspot. A contribution of £20,000 is therefore sought towards a proposed junction improvement scheme at this location estimated at approximately £650,000 which is shared with the London Borough of Harrow across on the other side of Burnt Oak Broadway who are seeking similar funding for any new redevelopment taking place around this junction. A feasibility design has been completed and the scheme would be implemented when funding becomes available. This contribution will be secured via condition, however if the funding across various projects does not materialise over time and the junction improvement works do not happen at all or within a nominal five year period the financial contribution secured would be refunded.

Refuse and recycling:

The existing refuse arrangements on site are to be demolished and moved towards the rear of the site adjacent to the existing car parking spaces. The proposed bin stores will be obscured by louvre screens. The applicant this stated there will be several additional bins however specific sizes of these has not been provided nor has elevational details of the proposed bin store and screening facilities. Some of the refuse stores are also more than 10m away from the nearest highway, as such a collection point will need to be designated and a management plan for refuse collection created. A condition will be attached requiring these details to be approved by the local authority prior to occupation of the development.

Ecology/biodiversity:

London Plan Policy 7.19 states that development proposal should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity. Point c states that proposals should not adversely affect the integrity of European sites and be resisted where they have significant adverse impact on European or nationally designated sites or on the population or conservation status of a protected species or a priority species or habitat identified. Policy DM16 of Barnet's Development Management Policies Document DPD (2012) provides similar protection for biodiversity and identified/designated sites.

The application site is not in a Site of Special Scientific Interest nor is it in a Site of Importance for Nature Conservation. It is not a European site.

The application site has been the subject of a Preliminary ('Phase 1') Ecological Appraisal to establish whether it provides a habitat for protected species. The site was considered to provide negligible potential for reptiles, newts, badger, dormice and water vole. The Appraisal states that 'no evidence of bats was found'. The Appraisal does state that as a precautionary measure, a single bat emergence survey is recommended. The document also makes recommendations to avoid having an adverse impact on breeding birds and recommendations for habitat enhancements. A condition will be attached to ensure these recommendations are adhered to, and implemented.

Accessibility and Sustainability:

Table 2.6 of Barnet's Sustainable Design and Construction SPD (2016) states that 90% of new dwellings should comply with building regulation M4 (2) "accessible and adaptable dwellings". This is also included in London Plan Policy 3.8.

The Mayors Housing SPD (March 2016) states in Paragraph 2.3.10: "...in certain specific cases, the provision of a lift where necessary to achieve this aim, may cause practical difficulties, make developments unviable and/or have significant implications for the affordability of service charges for intended residents." It continues: "This may bear particularly on the following types of schemes...new units as a result of upward extensions to existing residential homes and flats".

This is the case in this instance. The applicant has stated within their planning statement justification for why the inclusion of a lift would not be viable as it would have a detrimental impact on the layout of the existing units including the loss of some units existing outdoor amenity space. It would therefore be unviable as it would not receive permission from the local planning authority. The Local Planning Authority will therefore apply the policy flexibly. All other standards have been applied and the proposal is found compliant in all other respects.

London Plan Policies 5.2 and 5.3, and the GLA's Energy Assessment Guidance require that all new residential dwellings must be carbon neutral, with at least a 35% reduction beyond the 2013 Building Regulations being provided on-site. Non-domestic development must achieve a 35% reduction on site beyond the 2013 Building Regulations. The application submission includes an Energy Assessment which demonstrates that these requirements can be satisfied, which is then offset by a developer's contribution in order for the project to comply with the 'Zero Carbon' requirement. This financial contribution will be secured by way of condition to offset the residual unmet regulated carbon emissions.

Table 2.11 of Barnet's Sustainable Design and Construction SPD (2016) states that new dwellings should be designed to ensure that a maximum of 105 litres of water is consumed per person per day. A condition has been attached accordingly.

Environmental Health:

The applicant has supplied information on the proposed plant to be installed in the plant room including a schedule of noise emission levels from the proposed plant. The Environmental Health team have assessed this information and consider that subject to conditions the proposed plant will not have an adverse impact on the residential amenity of neighbouring occupiers in accordance with Policy DM04 of the Development Management Policies DPD

5.4 Response to Public Consultation

- Concerns regarding the existing structural state of the buildings with requirement for building improvements for structural cracks, mould issues and drainage. Concerns regarding potential development resulting in additional damage; this is not a material planning consideration however discussions were had with Barnet Homes who explained that the issues raised and the necessary remedial works would be included within the development of the additional storeys.
- Concerns regarding impact on existing parking stress by increased residents; this has been addressed within the main assessment of proposals section.
- Concerns regarding impact on privacy and light from neighbouring occupier; this has

been addressed within the main assessment of proposals section.

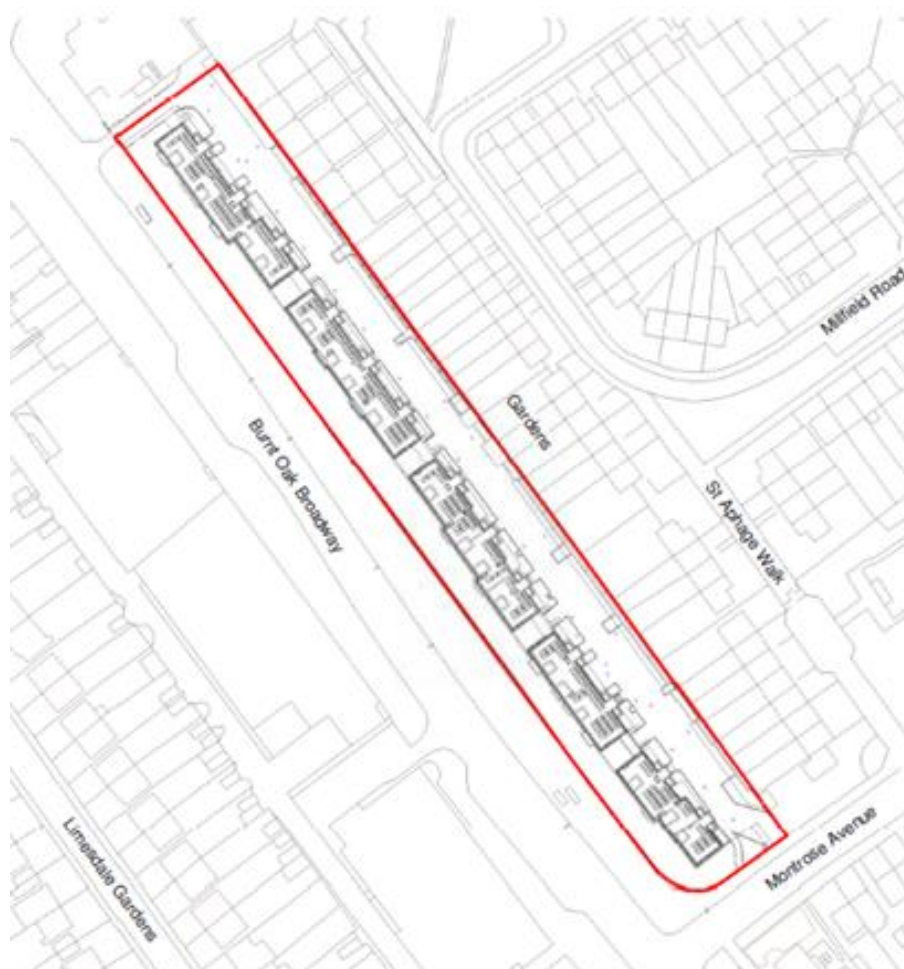
- Concerns regarding intensification of the site and subsequent impact on surrounding area in terms of crime and cleanliness; this is not a material planning consideration.
- Concerns regarding pest infestation and this will be exacerbated; this is not a material planning consideration.
- Concerns regarding impact on local community services; this is not a material planning consideration.

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 wider locality. The development is not considered to have an adverse impact on the amenities of neighbouring or future occupiers. The application is deemed acceptable on highways and parking grounds. The proposals are acceptable in terms of impact on trees and landscaping. This application is therefore recommended for approval.



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