

MEETING

STRATEGIC PLANNING COMMITTEE

DATE AND TIME

WEDNESDAY 13TH JANUARY, 2021

AT 7.00 PM

VENUE

Virtual meeting

Link to Meeting - <https://bit.ly/3rZ8LNc>

TO: MEMBERS OF STRATEGIC PLANNING COMMITTEE (Quorum 3)

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

Councillors

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

Substitute Members

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

**You are requested to attend the above meeting for which an agenda is attached.
Andrew Charlwood – Head of Governance**

Governance Services contact: StrategicPlanning.Committee@barnet.gov.uk
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ASSURANCE GROUP

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Please note that the below agenda may not reflect the order in which items will be heard at the meeting.

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last meeting	5 - 8
2.	Absence of Members	
3.	Declarations of Members' disclosable pecuniary interests and other interests	
4.	Report of the Monitoring Officer (if any)	
5.	Addendum (if applicable)	
	West Finchley	
6.	679 High Road London N12 0DA - 20/3823/FUL	9 - 74
	Edgware	
7.	Land Between Broadfields Primary School And Hartland Drive Edgware Barnet HA8 8JP - 20/2007/FUL	75 - 156
8.	Any item(s) that the Chairman decides are urgent	

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Decisions of the Strategic Planning Committee

9 December 2020

Members Present:-

AGENDA ITEM 1

Councillor Shimon Ryde (Chairman)
Councillor Melvin Cohen (Vice-Chairman)

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

Apologies for Absence

Councillor Julian Teare

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 01 December 2020 be agreed as a correct record.

2. ABSENCE OF MEMBERS

Apologies were received from Councillor Julian Teare, who was substituted by Councillor Helene Richman.

3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND OTHER INTERESTS

Councillor Golnar Bokaei declared a personal interest in regard to Little Strand, Barnet, London, NW9 – 20/3098/FUL. She stated that she owns a property in the Graham Park Estate edge,

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. ADDENDUM (IF APPLICABLE)

The Chairman noted that the addendum to the Officer's report had been published on the Council's website and circulated to Members in advance of the meeting.

6. LITTLE STRAND, BARNET, LONDON NW9 - 20/3098/FUL

The report and addendum were introduced and slides presented by the Planning Officer. In doing so Members received a full overview on the application and had the opportunity to raise questions and make comment.

The Committee received a verbal representation from Mr Liam Sullivan who spoke in objection to the item. The Applicant's Agent then gave a representation.

Members had the opportunity to question all the speakers and Officers.

Having considered the report in depth, the Chairman moved to VOTE on the Officers' recommendations.

The vote was recorded as follows:

For – 12

Against – 0

Abstained – 0

RESOLVED that the application be approved as reported.

7. 231 COLNEY HATCH LANE LONDON N11 3DG - 20/1610/FUL

The report and addendum were introduced, and slides presented by the Planning Officer. In doing so Members received a full overview on the application detail and in doing so Committee Members had the opportunity to raise questions and make comment.

The Committee received a verbal representation from Mr Peter Storey and Dr Oliver Natelson, who spoke in objection to the item. The Rt Hon, Theresa Villiers also spoke in objection. The Applicant's Agent then gave a representation.

Having considered the report in depth, the Chairman moved to VOTE on the Officers' recommendations.

The vote recorded was:

For – 6

Against – 6

Abstained – 0

The Chairman used his casting vote to approve the application.

RESOLVED that the application be approved as reported.

8. CRICKLEWOOD SIDINGS, LAND REAR OF BRENT TERRACE (SOUTH), BRENT TERRACE, CRICKLEWOOD, LONDON NW2 1BX - 20/4055/S73

The report was introduced and slides presented by the Planning Officer. In doing so Members received a full overview on the application detail and in doing so Committee Members had the opportunity to raise questions and make comment.

The Committee received a verbal representation from the Applicant's Agent.

Having considered the report in depth, the Chairman moved to VOTE on the Officers' recommendations.

The vote recorded was:

For – 11

Against – 0

Abstained – 1

RESOLVED that the application be approved as reported.

9. BROWNFIELD LAND REGISTER

The report was introduced by the Planning Officer. In doing so Members received a full overview on the Register and in doing so Committee Members had the opportunity to raise questions and make comment.

Having considered the report, the Chairman moved to VOTE on the Officers' recommendations.

The vote recorded was:

For – 12

Against – 0

Abstained – 0

RESOLVED that the application be approved as reported.

10. ANY ITEM(S) THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 20.58

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Location 679 High Road London N12 0DA

Reference: 20/3823/FUL

Received: 19th August 2020

Accepted: 20th August 2020

Ward: West Finchley

Expiry 19th November 2020

Case Officer: Josh Mclean

Applicant: Taylor Wimpey UK Ltd

Proposal: Demolition of the existing building and redevelopment of the site to provide 307 residential units (Use Class C3) within 6 buildings ranging from 4 to 9 storeys. Provision of new pedestrian route and access link, private amenity space, communal amenity and podium gardens, refuse storage, 120 car parking spaces and 563 cycle parking spaces, energy centre, substation building and other associated facilities

AGENDA ITEM 6

OFFICER'S 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 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:

The application being of strategic importance to London, it must be referred to the Mayor of London. As such, any resolution by the committee may be subject to a direction to call in or refuse the application being received from the Mayor of London.

RECOMMENDATION II:

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. Provision of Affordable Housing
Provision of 102no units (52 London Affordable Rent and 50 London Shared Ownership). Early review mechanism.
4. Carbon Offset contribution
Contribution of £308,892 towards the Council's carbon offset fund.
5. Skills and Employment
On-site or Off-site contribution towards skills and employment.

Loss of employment floorspace contribution.
6. CPZ Contribution
Contribution towards the review and implementation of CPZ.
7. Restriction of Parking Permits
Contribution of £1,033 towards the amendment of the Traffic Management Order to restrict future occupiers from obtaining residential parking permits.
8. Travel Plan and Monitoring contribution
Submission of a Residential Travel Plan and a monitoring contribution of £15,000.
9. Highways Improvement Works
Contribution for works to improvement the surrounding highways network.
10. Car Club
Provision of up to 2no. car club spaces either on the site or on the adjacent streets.
All new residents would be provided with a three-year membership.
11. S278 Works
Associated highway works under S278
12. Loss of Street Trees
Compensation for the loss of the 4 street trees removed to accommodate the development has been calculated at £122,992.00.
13. Play Space
Contribution of £30,699.15 towards off-site play space improvements.
14. Monitoring of Legal agreement
Contribution towards monitoring of the legal agreement.

RECOMMENDATION II:

That subject to Recommendation I and upon completion of the agreement specified in Recommendation II, the Service Director for 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 for Planning and Building Control:

- 1 The development hereby permitted shall be carried out in accordance with the

following approved plans:

E1244D6000 P2 (Site Location Plan)
E1244D6001 P2 (Application Boundary Plan)
E1244D6002 P2 (Site Topographical Survey)
E1244D6003 P2 (Proposed Demolition Plan)

E1244D6100 P2 (Ground Floor Plan)
E1244D6101 P2 (First Floor Plan)
E1244D6101A P2 (Townhouses First Floor Plan)
E1244D6102 P2 (Second Floor Plan)
E1244D6103 P2 (Third Floor Plan)
E1244D6104 P2 (Fourth Floor Plan)
E1244D6105 P2 (Fifth Floor Plan)
E1244D6106 P2 (Sixth Floor Plan)
E1244D6107 P2 (Seventh Floor Plan)
E1244D6108 P2 (Eighth Floor Plan)
E1244D6109 P2 (Roof Plan)

E1244D1100 P2 (Buildings A, B, & C Ground Floor Plan)
E1244D1101 P2 (Buildings A, B, & C First Floor Plan)
E1244D1102 P2 (Buildings A, B, & C Second Floor Plan)
E1244D1103 P2 (Buildings A, B, & C Third Floor Plan)
E1244D1104 P2 (Buildings A, B, & C Fourth Floor Plan)
E1244D1105 P2 (Buildings A, B, & C Fifth Floor Plan)
E1244D1106 P2 (Buildings A, B, & C Sixth Floor Plan)
E1244D1107 P2 (Buildings A, B, & C Seventh Floor Plan)
E1244D1108 P2 (Buildings A, B, & C Eighth Floor Plan)
E1244D1109 P2 (Buildings A, B, & C Roof Plan)

E1244D2100 P2 (Buildings D, E, F & G Ground Floor Plan)
E1244D2101 P2 (Buildings D, E, F & G First Floor Plan)
E1244D2101A P2 (Buildings D, E, F & G Townhouses First Floor Plan)
E1244D2102 P2 (Buildings D, E, F & G Second Floor Plan)
E1244D2103 P2 (Buildings D, E, F & G Third Floor Plans)
E1244D2104 P2 (Buildings D, E, F & G Fourth Floor Plan)
E1244D2105 P2 (Buildings D, E, F & G Fifth Floor Plan)
E1244D2106 P2 (Buildings D, E, F & G Sixth Floor Plan)
E1244D2107 P2 (Buildings D, E, F & G Seventh Floor Plan)
E1244D2108 P2 (Buildings D, E, F & G Eighth Floor Plan)
E1244D2109 P2 (Buildings D, E, F & G Roof Plan)

E1244D6200 P1 (Christchurch Avenue & Central Spine Street Elevations)
E1244D6201 P2 (High Street, Woodberry Grove & Rosemont Avenue Street Elevations)

E1244D1200 P2 (Proposed Elevations Building A)
E1244D1201 P2 (Proposed Elevations Building B)
E1244D1202 P2 (Proposed Elevations Building C)
E1244D1203 P1 (Proposed Elevations Building D)
E1244D1204 P1 (Proposed Elevations Building E)
E1244D1205 P2 (Proposed Elevations Building F & G)

E1244D2200 P2 (Proposed Elevations Building A)
E1244D2201 P2 (Proposed Elevations Building B)
E1244D2202 P2 (Proposed Elevations Building C)
E1244D2203 P1 (Proposed Elevations Building D)
E1244D2204 P1 (Proposed Elevations Building E)
E1244D2205 P2 (Proposed Elevations Building F & G)

E1244D3100 P1 (Proposed Part Elevation Building A)
E1244D3101 P1 (Proposed Part Elevation Building B)
E1244D3102 P1 (Proposed Part Elevation Building C)
E1244D3103 P1 (Proposed Part Elevation Building D)
E1244D3104 P1 (Proposed Part Elevation Building E)
E1244D3105 P1 (Proposed Part Elevation Building F)
E1244D3106 P1 (Proposed Part Elevation Building G)

E1244D6300 P1 (Proposed Section AA (Buildings A, B, C, D & E))
E1244D6301 P2 (Proposed Section BB & Section D-D (Buildings A, E & F))
E1244D6302 P1 (Proposed Section CC (Buildings A, B, C, D & E))
E1244D6303 P1 (Proposed Section DD (Building F & G))

E1244D7100 P2 (View 1 TBA (High Road))
E1244D7101 P1 (View 2 TBA (New Central Spine))
E1244D7102 P1 (View 3 TBA (Rosemont Avenue))
E1244D7103 P1 (View 4 TBA (South Along Woodberry Grove))
E1244D7104 P1 (View 5 TBA (North Along Woodberry Grove))
E1244D7105 P1 (View 6 TBA (Internal Court Yard))

E1244D8000 P1 (Tree Protection Plan 1/250)

Air Quality Assessment, ACCON UK Limited (dated 08/07/20)
Air Quality Neutral Assessment, ACCON UK Limited (dated 24/11/20)
Archaeological Desk-Based Assessment, RPS PLC (dated February 2020)
Arboricultural Impact Assessment, Southern Ecological Solutions Ltd (dated 06/07/20)
Bat Emergence Survey Report, Ensaf Consultants (dated 21/09/20)
Built Heritage Statement V.3, RPS Group PLC (dated 08/07/20)
Daylight, Sunlight and Overshadowing Report, Point 2 Surveyors (dated July 2020)

Design and Access Statement, Redrow Homes Ltd (dated July 2020)
Desk Study / Preliminary Risk Assessment Report, Jomas Associates Ltd (dated 31/01/20)
Energy Statement V.4, Hodkinson Consultancy (dated 17/07/2020)
Fire Statement, FDS Consult Limited (dated July 2020)
Landscape Design and Access Statement, Exterior Architecture (dated 16/07/20)
Noise Assessment, ACCON UK Limited (dated 22/06/20)
Outline Fire Strategy, FDS Consult (dated November 2020)
Preliminary Ecological Appraisal, Southern Ecological Solutions Ltd (dated April 2020)
Statement of Community Involvement, London Communications Agency (dated 04/08/20)
Surface Water Drainage Strategy V2.0, Ambiant Environmental Assessment (dated 13/10/20)
Sustainability Statement V.4, Hodkinson Consultancy (dated 17/07/20)

Town Planning Statement, Davies Murch (dated July 2020)
Townscape and Visual Appraisal, Litchfields (dated July 2020)
Transport Assessment, Arup (dated July 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 or site clearance 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.

- 4 a) Before the relevant part of the works are begun, details of the materials to be used for the external surfaces of the building(s), 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.

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

b) 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.

6 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.

7 a) Prior to the first occupation of the relevant buildings hereby approved, details of the proposed green roofs 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 2016.

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

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

- 9 a) No development other than demolition works shall commence until the applicant has provided details, to be submitted to and approved by the Local Planning Authority, of special foundations that will be able to 'bridge' the rooting areas of trees or foundations that can be inserted through the root system without harm.

Reason: To prevent harm to specially protected trees in accordance with local planning policy DM01, Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

- 10 Before the final occupation of the last remaining building hereby approved, all biodiversity and ecological enhancement measures as set out in approved Preliminary Ecological Appraisal (Southern Ecological Solutions) 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).

- 11 All site works and works in connection with the development hereby approved shall be carried out in strict accordance with the recommendations set out in the approved Preliminary Ecological Appraisal (Southern Ecological Solutions).

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).

- 12 Prior to the first occupation of the relevant buildings 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 within the approved Preliminary Ecological Appraisal (Southern Ecological Solutions).

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).

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

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

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

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

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 5.21, 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

14 a) Before the permitted development is first occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

b) The development shall be carried out in accordance with the approved plan

unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 15 Prior to first occupation of the residential units, a Residential Car Parking Management Scheme shall be submitted to and agreed in writing for each Phase 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.

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.

- 16 Prior to the first occupation of each phase; details of cycle parking and cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority. Such spaces shall be in accordance with the London Plan and London Cycle Design Standards (or any superseding guidance). All spaces shall be permanently retained thereafter.

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

- 17 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.

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.

- 18 a) Notwithstanding the details submitted with the application and otherwise hereby approved, prior to occupation of the site, details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council

or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

19 Part 1

Before development commences other than for investigative work:

a) As the approved desktop study (Preliminary Risk Assessment) has indicates a moderate to low risk, 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.

b) 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

c) 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.

- 20 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.

- 22 a) Prior to first occupation of the development hereby approved, a scheme for air pollution mitigation measures based on the findings of the approved Air Quality Assessment shall be submitted to and approved by the Local Planning Authority prior to development.

b) 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).

- 23 a) Prior to commencement of superstructure works, a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration shall be submitted to and approved in writing by the Local Planning Authority. The sound insulation shall ensure that the levels of noise generated as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am. 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.

- 24 The level of noise emitted from the approved extraction and ventilation 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 2016.

- 25 No development (other than site demolition and site preparation works) shall take place 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.

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.

- 26 a) Prior to carrying out above grade works of each building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building can achieve full Secured by Design' Accreditation.

b) Prior to the first occupation of each residential building a 'Secured by Design' accreditation shall be obtained for the building.

The development shall only be carried out 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.

- 27 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).

- 28 Prior to the erection and installation of photovoltaic panels, 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 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

- 31 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.

- 32 Notwithstanding the details shown in the drawings submitted and otherwise hereby

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

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

- 33 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 41% 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.

- 34 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.

- 35 Notwithstanding the details shown on the plans submitted and otherwise hereby approved, prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity spaces provided on the site and a programme for their implementation shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved and the agreed programme of implementation.

Reason: To ensure that the development represents high quality design and to accord with policies DM01 and DM02 of the Barnet Local Plan and policy 3.6 of the

London Plan.

RECOMMENDATION III:

- 1 That if the above agreement has not been completed has not been submitted by 31 March 2021, unless otherwise agreed in writing, the Service Director for Planning and Building Control REFUSE the application under delegated powers for the following reason(s):
 1. The proposed development does not include a formal undertaking to meet the costs of provision of affordable housing, carbon off-set, highways mitigation and loss of street trees. 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, DM04 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 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."

- 6 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts: a)

Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (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.

7 The submitted Construction Method Statement shall include as a minimum details of:

- Site hoarding
- Wheel washing
- Dust suppression methods and kit to be used
- Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- 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.
- For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
- 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.

MATERIAL CONSIDERATIONS

Key Relevant Planning Policy

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.

National Planning Policy Framework (February 2019)

The 2019 NPPF was adopted in February 2019 replacing the 2012 NPPF and includes minor clarifications to the revised version published in July 2018. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states that, "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF also states that the purpose of the planning system is to contribute to the achievement of sustainable development. In addition, the NPPF retains a 'presumption in favour of sustainable development', unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The London Plan 2016

The London Plan 2016 (Consolidated with Alterations since 2011) 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); 2.18 (Green Infrastructure; the multi-functional network of green and open 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); 3.13 (Affordable Housing Thresholds)

London's Response to Climate Change:

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.4A (Electricity and gas supply); 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); 5.11 (Green Roofs and Development Site Environs); 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); 5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach); 6.3 (Assessing Effects of Development on Transport Capacity); 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); 6.13 (Parking).

London's Living Spaces and Places

7.1 (Lifetime Neighbourhoods); 7.2 (An inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location and Design of Tall and Large Buildings); 7.8 (Heritage Assets and Archaeology); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes); 7.18 (Protecting Open Space and Addressing Deficiency); 7.19 (Biodiversity and Access to Nature); 7.21 (Trees and Woodland).

Implementation and Monitoring Review:

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

Barnet Local Plan

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:

Relevant Core Strategy Policies:

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)

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)

Relevant Development Management Policies:

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

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)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Local Supplementary Planning Documents:

Affordable Housing (February 2007 with updates in August 2010)

Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)

Green Infrastructure (October 2017)

North Finchley Town Centre Framework

Planning Obligations (April 2013)

Residential Design Guidance (April 2013)

Sustainable Design and Construction (April 2013)

North Finchley Town Centre Framework

The Council has prepared a Supplementary Planning Document for North Finchley Town Centre which was adopted in February 2018. This provides specific guidance on interpreting and implementing Barnet's Local Plan policies together with the environmental, social, design and economic objectives for the town centre. New development within the boundary of this SPD should be in accordance to the vision, strategy and development principles contained with the guidance of this document.

The SPD area is focused on the designated town centre boundary but recognises that areas of land outside the town centre have an important role to play as part of the comprehensive and coordinated regeneration of the town centre. The SPD identifies four core activity areas with 'Key Opportunity Sites'.

The application site lies within the southern zone and the mixed-use hub. The vision for this area is a mix of uses that intensifies the residential offer whilst retaining commercial activities. Redevelopment opportunities should enhance the built environment and improve land use efficiency.

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)

Wheelchair Accessible Housing (September 2007)

Planning for Equality and Diversity in London (October 2007)

All London Green Grid (March 2012)

Housing (March 2016)

Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

Affordable Housing and Viability (2017)

The Control of Dust and Emissions during Construction and Demolition (July 2014)

Mayor's Transport Strategy (2018)

Play and Informal Recreation (September 2012)

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 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) (England and Wales) 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.

An EIA Screening Report undertaken by hgh consulting, was submitted to the London Borough of Barnet (LBB) as the relevant planning authority by Davies Murch on behalf of the applicant in June 2020.

The Report requested an EIA Screening Opinion (under Section 13 of the Regulations) for a proposed development at 679 High Road (the Site). The LPA subsequently issued a Screening Opinion in July 2020 confirming that an Environmental Statement was not required.

PLANNING ASSESSMENT

Site Description

The application site comprises of a Homebase store, a shed-type low building located on the western side of High Road. The site has an approx. area of 1.07 hectares and is located within the West Finchley Ward of the Borough. The site is located on the southern outskirts of North Finchley Town Centre and is approx. 22m from the nearest primary shopping frontage. The site has a Public Transport Accessibility Level (PTAL) of 3 (moderate).

The existing building is single storey of brick construction with a tiled crown roof. The building comprises of a large footprint (approx. 1/3 of the site), positioned to the back of the site, with a large surface level car park to the front of the site, which provides 120 car park spaces. The main car park entrance is accessed from High Road, with the service access from Woodberry Grove.

To the north (Rosemont Avenue), south (Christchurch Avenue) and west (Woodberry Grove), the site is surrounded by residential streets with terraced houses and flats. To the east, High Road being an A Class road, there is a more varied mixed-use character. Part of the southern boundary of the site is formed by a part two, part single-storey retail unit currently occupied by Topps Tiles. To the rear of this is a servicing yard and customer car parking. The Finchley Mosque is located adjacent to the site at the north-east corner which fronts onto the high road.

The site is not located within a conservation area and the subject building is not statutory

or locally listed. There are two statutory listed building within close proximity to the site; 'Christ Church', a Grade II listed church to the east and the 'Men of Finchley War Memorial', a Grade II listed memorial located to the north.

The site lies within the southern zone of the North Finchley Supplementary Planning Document (SPD).

Proposed Development

The application seeks planning permission for the demolition of the existing buildings and redevelopment of the site to provide a residential scheme of 307 units with associated amenity, parking and ancillary facilities.

The scheme can be split into three blocks across the site, comprising 7 buildings (A-G) varying in height from 4 to 9 storeys, with a new central spine through the site linking the High Road and Woodberry Grove. Blocks A and B to the south are designed above podium levels to provide car parking and ancillary facilities at ground floor level, with Block C to the north which is grounded at street level fronting along Rosemont Avenue.

The proposed car parking spaces will be provided within each of the undercrofts and will be accessed via a new vehicular access into the site from Christchurch Avenue. A total of 120 car park spaces are provided within the development with 560 cycle parking spaces. The central spine from High Road is a one-way street from east to west and give priority to pedestrians and cyclists and will provide vehicular access for servicing and emergency access.

Block A

Block A sits on the eastern side of the site and consists of three linear buildings (A-C) north to south with internal courtyards between the buildings. Building A fronting the High Road is proposed at 6 storeys, with the building heights increasing towards the middle of the site (7 and 9 storeys). All the units provided within this block are apartments. Within this podium area, 70 car parking spaces and 260 cycle spaces are proposed along with a concierge, bin store and energy centre.

Block B

Block B sits on the western side of the site and consists of two linear buildings (D-E) north to south with an internal courtyard between the buildings. Building E fronting Woodberry Gove is proposed at 5 storeys with height increasing to building D of 9 storeys. There are a mix of housing types within this block, with duplex apartments (townhouses) provided along Christchurch Avenue. At the undercroft level, 50 car parking spaces and 180 cycle spaces are proposed, along with refuse stores and plant rooms.

Block C

Block C sits on the northern side of the site and consists of a linear building (F-G) west to east fronting Rosemont Avenue. All the units provided within this block are apartments.

Revisions and additional information

During the course of the application, the following amendments were made/ submitted:

- Change of servicing strategy of proposed Blocks F + G (removal of servicing from Rosemount Avenue to the proposed internal access road);
- Reversing of vehicular access arrangements of the new central spine route. Now proposed one-way access east to west from High Road;
- Enlargement of footprint of units on the ground floor fronting the new internal access road;
- New provision of play space for 12+ onto the site; and
- Updating of elevations / plans to show the existing mosque site with the approved mosque development in outline.

Relevant Planning History

Reference: 15/03525/ADV

Address: Homebase, 679 High Road, London, N12 0DA

Decision: Approved subject to conditions

Decision Date: 22.07.2015

Description: Installation of new flexface to existing internally illuminated 1no. fascia sign at the front entrance and installation of 2no. new flexface skins to existing freestanding double-sided totem sign at car park entrance

Reference: C10542U/04

Address: Homebase, 679 High Road, London, N12 0DA

Decision: Approved subject to conditions

Decision Date: 23.11.2004

Description: Installation of internally illuminated fascia signage and freestanding illuminated entrance sign.

Other relevant permissions within the area are:

Reference: 18/4166/FUL

Address: 683 - 685 High Road (Islamic Association of North London), London, N12 0DA

Decision: Pending Decision

Decision Date: 20.11.2020

Description: Part three, part four storey front extension to original building and additional storey to the rear. Associated refuse storage and provision of car and cycle parking

Public Consultation

As part of the consultation exercise, 1,085 letters were sent to neighbouring properties and residents. In addition, the application was advertised in the local press and a site notice posted.

Overall, 345 responses have been received, comprising of 345 letters of objection.

The objections received against the application can be summarised as follows:

- Loss of retail use;
- Overdevelopment of small site;
- No provision of affordable housing;
- Excessive height;
- High rise blocks of poor design;
- Too dense;
- Area known for low-rise suburban landscape

- Proposed design/ external appearance is out of keeping with the surrounding area;
- Height and scale out of proportion;
- Lack of storage provision with the proposed units;
- Tall building will create wind tunnel issues;
- Loss of privacy;
- Overlooking;
- Loss of light and sunlight;
- Overbearing;
- Overcrowding;
- Increased pollution;
- Inadequate parking provision;
- Inappropriate location of new access on Christchurch Avenue;
- Additional demand on public transport;
- Increase in traffic;
- Shortage of parking in surrounding area;
- Impacts for highways safety;
- Cumulative traffic impact with Mosque;
- Lack of proposed green space;
- Lack of greenery on the High Road to absorb pollution levels;
- Impact on existing trees;
- Impact on local services;
- Strain on local infrastructure;
- Lead to increased crime;
- Disturbances during construction phases;

Elected Representatives:

Mike Freer MP

As MP for Finchley & Golders Green, I have received many objections from residents regarding the proposals to redevelop the old Homebase site. I am writing to provide my personal objections based on the scope and scale of the proposed development that would push our local services to breaking point. The size of the proposed development is entirely out of keeping with the local area in design and scale, given that this area is predominantly low-density suburban housing. The visual impact will be detrimental to the local area. Adding 307 units in a 9-storey building would add significantly to the congestion that already exists on the A1000 High Road and connecting roads. There is also insufficient parking which would place further pressure on parking capacity in the surrounding residential roads. On that basis, I strongly encourage the Planning Committee to reject this proposal.

Andrew Dismore AM

I am writing to object to the above application in my capacity as London Assembly Member for Barnet and Camden.

This application is unacceptable for a number of reasons and I urge officers to reject the proposals entirely. Further, I urge the council to come up with a planning brief for this site to ensure any development here is appropriate.

Starting with the design of the scheme, 9 storey buildings are too high in the context of the surrounding roads, especially around Christchurch Avenue. Whilst there is a tall building on Kingsway, it affects very few residents, whereas the proposed buildings will overlook

neighbours and give an overbearing appearance. They are also too close to neighbouring properties.

The density on site is also unacceptable, with 307 properties proposed. This may lead to 1,000 extra residents in a part of the borough with limited capacity to increase infrastructure and public services, such as school places and GP surgeries.

The design provides only extremely limited amenity space for such a large development, with most unusable to the general public and of limited value to residents themselves, being mostly very close to the flats.

The parking situation locally will also worsen as a result of this development, as the parking in the Homebase car park is lost, while the addition of 307 properties will lead to yet more displaced parking onto very busy neighbouring streets

Cllr Ross Houston

These proposals are clearly too dense and out of character with the surrounding area. The height is oppressive. Completely inappropriate to the local context.

This site is outside the Town Centre boundary of the local SPD. The SPD states that this area should “accommodate a sustainable mix and choice of apartments complementing the terraced housing stock”. This is not an area intended for high rise blocks. There is absolutely no way in which these proposals compliment the adjacent terraced housing stock – the exact opposite. This area was deliberately left out of the Town Centre boundary for the precise reason that it is not considered to be part of the Town Centre and it is in the middle of a low rise residential area.

These buildings fall far short of being good design or environmentally sustainable. The excessive height means that the local streets will be overlooked and overshadowed. The effect will be detrimental to the local street scene and local street approaches to North Finchley.

The proposed through route the site will be dark and uninviting given the height of the surrounding blocks.

My concerns include:

- There is no social housing and only 33% is identified as ‘affordable’. The majority of units are 1 and 2 bed units not the mix of larger family units which the Local Plan would require
- The site lacks green space and adequate play space (something that will be dealt with ‘off site!’). This is a major concern as there is no nearby green space for this high-density development and what is proposed will be of limited amenity value given that it will be raised and overshadowed by the height and overbearing nature of the proposed blocks. development. The guidelines about amenity space seem to have been ignored.
- The buildings fail on many environmental grounds. I understand they make no attempt to be carbon neutral. This is unacceptable given our climate change targets.
- Some units are single aspect and face north. This is unacceptable. It also adds to the concerns about overlooking.

- The space standards are the minimal standards, which post Covid-19 make them even less appropriate for modern living. There is no private amenity space for many of the units.
- The blocks are too close to one another, an issue made worse by their height.
- What are the provisions for refuse storage and collection. They do not appear to be adequate.
- The proposed cycle storage appears to be there to 'tick box' rather than provide useable and convenient storage for residents near to their flats.
- Parking pressure is a real issue in this location. The inadequate provision of parking will make the existing parking pressure even worse, especially as the development removes a sizeable car park. The Covid-19 crisis has meant that this issue has to some extent gone away for a temporary period but will return as local shops, offices and the local mosque and church return to pre-lockdown usage levels. The development replaces a large car park with only eight short stay spaces. Will this be a car free development for those without parking? If not the added parking congestion to the surrounding streets will be unbearable. This site is some distance from the nearest tube station. Where will delivery and maintenance vans be able to park and deliver?
- Adding to congestion at the busy southern approach to the Town Centre is also an issue, especially given plans to change the traffic layout of the Town Centre as part of the regeneration project outlined in the North Finchley SPD.
- The size of this development will put additional pressure on local services.
- Loss of light.
- Overlooking.
- Proposed density is clearly much higher than the guidelines.
- Proposed design takes no account of the character or appearance of the surrounding buildings. The blocks are box like, overbearing and unattractive.

The site has a narrow frontage onto the High Road and runs deep into an area where it is surrounded on all three sides by low level private dwellings. The houses are mostly Victorian or Edwardian, some of them locally listed, and built on just two levels.

Cllr Geof Cooke

I represent Woodhouse ward which lies across the road to the south and east of the site so my constituents are strongly affected. The scheme is far too intense, high and bulky for this location. It is out of character with the surrounding area which contains much lower residential buildings. If approved it would radically change the area for the worse and set a precedent for further inappropriate development. The possibility of the application being approved by the Secretary of State against the wishes of local people as happened at North London Business Park in New Southgate should not prevent Barnet's Planning committee from doing the right thing and rejecting the proposal.

Neighbouring / Residents Associations and Local Amenity Groups

The Finchley Society

The Finchley Society strongly objects to this proposal on the following basis:

- Site is located outside of the town centre and therefore tall buildings are excluded;
- Design choice of large blocks spanning across the site raised up onto a podium is alien to the existing urban grain and character of the area;
- Lack of street frontage;

- Proposed housing mix is inappropriate;
- Proposed units only meet the minimum National Space Standards;
- Provision of single-aspect north facing units;
- Inadequate separation distances between proposed blocks;
- Lack of usable green space within the site;
- Inadequate cycle provision facilities;
- Too dense and out of character for the area.

West Finchley Residents Association

The RA objects to the current application to develop the Homebase site on the grounds of over-intensification of density, the height and bulk of the planned buildings and the lack of play-space. The plans do not appear to integrate with the North Finchley SPD.

Islamic Association of North London (IANL)

We represent Islamic Association of North London (IANL) and are the owners of the neighbouring property at 683-685 High Road, London N12 0DA. We are extremely concerned with the proposed neighbouring 307 new home residential development for the following reasons:

- Outlook from the proposed flats overlook our property and directly into our prayer space;
- The proposed development on the adjoining site is considerably higher than our own proposed development and for which Barnet Council have given planning permission. From our own assessment it appears that Block A will tower over the Mosque by approximately 2 storeys. This is of great concern to us as effectively our building will be dwarfed by Redrow's proposed development
- We have attempted to make our design to be architecturally iconic. We feel the massing of the proposed development next to our site will take away the impact of the skyline and attempts we have made in our design.

Responses from External Consultees

Greater London Authority (GLA)

Strategic issues summary

Principle of development: The proposed optimisation of the edge-of-centre site for residential use is strongly supported. There are no strategic concerns raised in respect of the loss of retail land uses from the site (paragraphs 14-17).

Affordable housing: The scheme proposes 307 residential units of which 35 per cent is proposed as affordable housing by habitable room, with a tenure split of 60 per cent London Affordable Rent and 40 per cent intermediate housing. Subject to confirmation from the Borough that the proposed tenure is supported, and that the 35% affordable housing is proposed without public subsidy, the scheme will be eligible to follow the Fast-Track Route. An early stage review mechanism and the rent levels and eligibility criteria for the affordable units must be secured. (paragraphs 20-26).

Design: The layout of the scheme seeks to optimise the site, and the proposals generally present a high-quality scheme. There are no strategic concerns raised in respect of height and massing of the proposals. The provision of new public realm and the access link are

supported. Further consideration should be given to the residential quality provided for some units within the scheme (paragraphs 27-47).

Transport: A higher sustainable mode share for all trips should be targeted, through a combination of on-site design, reduction in car parking provision, and by working with the Council to deliver sustainable transport improvements beyond the site boundary. A safer junction and improved crossing of High Road should be provided to ensure safety for road users. The proposals should be integrated into the wider cycle network and the east-west street should accommodate contraflow cycling (paragraphs 76-92).

Summary: That Barnet Council be advised that the application does not yet fully comply with the London Plan and the Mayor's Intend to Publish London Plan, for the reasons set out in paragraph 97 of this report; but that the possible remedies set out in that paragraph could address these deficiencies.

Greater London Archaeological Advisory Service (GLAAS)

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The site does not lie within an archaeological priority. It is evident that the current building and the previous Tram Depot will have had an impact to below ground deposits across much of the site. In light of this it is unlikely that the proposed development would have a significant archaeological impact at this location. No further assessment or conditions are therefore necessary.

Historic England

On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisors, as relevant. It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals.

Metropolitan Police Secure by Design

I do not object to this proposal but due to the reported issues affecting the ward, high levels of burglary in Barnet and potential issues as highlighted above, I would respectfully request that a planning condition is attached to any approval, whereby the development must achieve Secured By Design accreditation, 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)

Summary

- The applicant should aim for a higher sustainable mode share for all trips, through a combination of on-site design and by working with Barnet Council to deliver sustainable transport improvements beyond the site boundary.
- The proposed development is not expected to significantly impact the public transport network.
- Given recent collision data and the potential conflict between egressing freight vehicles and vulnerable road users at the junction on High Street, the applicant should provide an improved crossing for walking and cycling, and improved cycle access into the proposed east-west street, in support of Vision Zero.
- The proposed east-west street does not appear to accommodate contraflow cycling. This should be addressed.
- Proposed cycle parking is the minimum required as set out in the Intend to Publish London Plan. Expanded provision is strongly suggested to help achieve a higher sustainable mode share.
- The proposed number of car parking spaces is below the maximum set out in the Intend to Publish London Plan. The applicant is urged to reduce this to reduce unsustainable travel.
- A Delivery and Servicing Plan and Construction Logistics Plan should be secured by condition and/or by s106 agreement as appropriate.

Responses from Internal Consultees

Affordable Housing

I can confirm that I am happy with the tenure and mix.

Arboricultural Officer

No objections

Drainage

No objection subject to the attachment of conditions.

Ecology

The submitted Bat Emergence Survey Report and Preliminary Ecological Appraisal and considered to be acceptable. No objection subject to compliance with approved reports.

Environmental Health

No objections subject to conditions.

Transport and Development

No objections subject to appropriate conditions and planning obligations. Detailed comments are incorporated below in the highways section of the report.

Waste

By looking at the plans I can see that the bin store placements are on top of the service road which is good for Barnet Council to collect the residential bins.

PLANNING ASSESSMENT

The NPPF states that planning law requires applications for planning permission to be determined in accordance with the development, unless material considerations indicate otherwise. Development that accords with an up-to-date Local Plan should be approved.

Loss of existing retail / employment use

The existing use of the site is comprised of a large Homebase DIY / retail store (formerly Use Class A1, now Use Class E) with a large building footprint of approx. 3700sqm and associated public car park area. It is located outside of the designated North Finchley Town Centre and therefore is classified as an edge-of-centre location by the London Plan.

Barnet's Local Plan does not have any specific policies relating to the loss of retail use outside of designated town centres or primary and secondary frontages.

However, both Barnet Local Plan policies and London Plan policies adopt a town-centre first approach, which recognise that town centres should be the foci for commercial. Policy E9 of the Intend to Publish London Plan states that development proposals involving the redevelopment of surplus retail space should support other planning objectives and include alternative town centre uses on the ground floor where viable and residential development.

Whilst not located in the town centre, the site does fall within the North Finchley SPD delivery strategy area. The SPD (2018) recognises that areas adjacent to the town centre boundary are important to the town centre's future, most notably at the southern gateway where this proposal is sited. These areas are generally considered to be suitable for redevelopment for residential led intensification to order to contribute to the town centre improvements. To improve the vitality and viability, the following relevant actions are proposed:

- (i) Optimising highly sustainable locations for residential development adjacent to town centre services and functions;
- (iii) Improving the gateway functions through enhanced public realm and built form;
- (iv) Reducing retail parades and other sub optimal retail and office uses currently outside of the town centre in order to concentrate economic activity in the core;

Within the consideration of the loss of this retail use, Officers would need to give great weight to the vision and objectives of the North Finchley SPD. It is the overall aim to condense the retail uses within the central area and seek the intensification of residential uses at the town centre edges. With this aim, it was not considered appropriate to seek alternative town centre uses on the site as this would not comply with other development plan policies. As the site does currently provide employment, it has been agreed that a financial contribution will be sought and secured in accordance with the Council's

Delivering Skills, Employment, Enterprise and Training from Development through S106 SPD.

Therefore, whilst the proposal would result in the loss of a large retail unit, taking into account the justification set out above, the loss is considered acceptable in this particular instance. GLA Officers also confirm that the total loss of retail from the site does not raise any strategic concerns, given the site's edge of centre location.

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.

As an edge-of-centre site, policies of the London Plan and intend to publish London Plan seek to realise the potential of edge of centre sites (including existing retail parks) through mixed-use or residential development that makes the best use of land capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport.

This is also supported by the North Finchley SPD which identifies that residential intensification will be necessary to improve the town centre vitality and viability. The SPD is supportive of areas adjacent to the town centre being developed for residential use.

The area surrounding the application site features a predominate residential character of both terraced dwellings and flats. Therefore, the principle of residential use is strongly supported by Barnet and GLA planning officers and the provision of 307 residential units would contribute towards the Borough's housing targets.

Residential Density

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. Paragraphs 8 and 122 of the NPPF encourage the efficient use of land.

It should be noted that the Draft London Plan, takes a less prescriptive approach and Policy D6 states inter alia that the density of a development should result from a designed 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.

The application site has an area of 1.07 ha and a PTAL of 3 (moderate). The context of the application site can be described as having both urban and suburban characteristics as defined in Notes to Table 3.2 of London Plan policy 3.4.

Urban areas are defined as *“areas with predominately 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.”*

Suburban areas are defined as *“areas with predominately lower density development such as, for example, detached and semi-detached houses, predominately residential, small building footprints and typically buildings of two to three storeys.”*

Taking into consideration the context of the site, given that its within 800m of a district centre, comprises of terraced housing and buildings of 2-4 storeys in height, it is more appropriate to be defined as urban rather than suburban.

For sites such as these, the London Plan density matrix suggests a residential density of between 200-450 hr/ha and 70-170 units per hectare.

The density of the net residential area would equate to 785 hr/ha or 287 u/ha which falls outside the advised guidance ranges within the density matrix. The proposed density is therefore in excess of this optimum range.

Notwithstanding the exceedance of the optimum density range set out above, the London Housing SPG sets out that development which exceeds the density ranges will not necessary be considered unacceptable, but will require particular clear demonstration of exceptional circumstances and a sensitive balance must be struck.

There are a number of factors that need to be considered for providing a high-density scheme on this site. Firstly, this is an edge-of-centre brownfield site which is within easy walking distance of North Finchley Town Centre. As established in the sections above, the redevelopment and optimisation of edge-of-centre sites is strongly supported by London Plan policies. Secondly and leading on from the point above, is that optimisation of sites with higher density is required to contribute towards the provision of the Borough's housing targets.

Thirdly, it is important to consider this proposed scheme in the context of the vision and development intentions of North Finchley Town Centre. North Finchley is highlighted within the Local Plan and Town Centre Framework as an area of growth potential. The SPD recognises the benefits of increasing the number of homes located either in or close to town centre locations. With more residents living close to a local centre, using the businesses there, supporting the local economy and employment there is a boost to the sense of vitality and vibrancy in the area. A number of strategy areas and key opportunities sites have been identified and therefore the future development opportunity of North Finchley should be cumulatively considered as part of this proposed development.

Schemes which exceed the guide density ranges are not automatically considered unacceptable and should not be applied mechanistically according to the London Plan

policy itself. The London Housing SPG sets out that where proposed development exceeds the density ranges, particular clear demonstration of exceptional circumstances and a sensitive balance must be struck.

From the reasons identified above, it is considered that a proposed density in excess of the optimum range can be justified, with strong weight given to the vision and guidance of the North Finchley SPD. However, further detailed analysis of proposed scheme will be provided further within the report.

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. It should also be noted that this is an aspirational Borough wide policy and should be applied flexibility.

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

Unit type	1B2P	2B4P	3B5P	Totals
Number	119	150	38	307
Percentage	39%	49%	12%	100%

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

The site is an edge of centre location where the existing housing is likely comprised of terraced housing stock and flatted blocks. The North Finchley SPD expects a mix and choice of housing to complement this existing housing stock.

The majority provision (78%) of units is 1 and 2 bedrooms and this is justified by the site's sustainable location to North Finchley Town Centre, local services and public transport connections. As recognised within the preamble of Policy DM08, he submitted Planning

Statement highlights that the proportion of smaller units will be suitable for first time buyers, single people and couples. In addition, increasing housing supply has already been established as a key consideration and therefore to help deliver high-density schemes, a higher proportion of smaller units is required to viably deliver a site with the proposed number of units. An increased population in and around the town centre is also recognised to help drive the vitality and viability of the town centre.

The majority provision of 3-bedroom units have been designated for affordable housing which is strongly supported.

Taking into account the reasons set out above, the proposed dwelling mix is considered to be acceptable and in accordance with Barnet policy DM08.

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 current application is referable to the GLA and as such the Mayors Affordable Housing and Viability SPG (2017) is relevant. The SPG (2017) introduces a ‘threshold approach’, whereby schemes meeting or exceeding 35% affordable housing by habitable room without public subsidy can follow a ‘Fast Track Route’. They must also meet the specified tenure mix. This means applicants are not required to submit viability information at the application stage, and applications are subject to review mechanisms only if an agreed level of progress on implementation has not been achieved within two years of consent being granted or as agreed with the LPA.

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 scheme proposes the following affordable housing provision:

Type	No. London Affordable Rented		No. Intermediate	
	Units	HR	Units	HR
1B2P	7	14	30	60
2B4P	15	45	20	60
3B5P	30	120	0	0

The proposal would deliver 35% of the proposed accommodation as affordable on a habitable room basis, of which 60% is provided as London Affordable Rent and 40% as Intermediate, including London Shared Ownership. The proposal would therefore be compliant with London Plan policy on the provision of 35% by habitable room. The Council’s Affordable Housing is satisfied the proposed provision and tenure mix and complies with the Council’s 60/40 split. The provision of affordable housing will be secured by a Section 106 agreement and as the provision would meet the Mayor’s fast track threshold, only an early review mechanism is required to be secured.

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 and also meet the minimum areas for bedrooms, bathrooms w/c's and storage and utility rooms.

60% (183 units) would benefit from dual aspect outlooks. It is noted that there are only two single aspect north facing units, which are located at ground floor between blocks V and C along the pedestrian route through the site. Whilst these types of units are normally considered unacceptable, their inclusion within the scheme was known to Officers in attempt to introduce active frontage along this route. Since the submission and feedback received, the applicant has sought to further enhance these units with a number of revisions. They have now become oversized with an increased footprint, they would have circa 2.7m floor to ceiling heights and would have access to larger external amenity areas. With these measures, Officers are satisfied that the residential quality of these units will provide a good standard of amenity for future occupiers and their inclusion also has a design benefit in providing street frontage along the new spine route.

The submitted Daylight, Sunlight and Overshadowing reports confirms that 96% of the rooms tested across the proposed development will meet BRE standards. The report identified that the provision of projecting balconies is the main reasons why some of those rooms do not meet the respective BRE criteria. However, taking account of the very high compliance and the need to provide outdoor amenity, the proposed scheme is considered acceptable in this regard.

Wheelchair Access Housing

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 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

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 13sq.m are counted as a habitable room and habitable rooms over 20sq.m are counted as two habitable rooms for the purposes of calculating amenity space requirements. The minimum requirements are set out in table below:

Outdoor Amenity Space Requirements	Development Scale
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For Flats: 5m ² of space per habitable room	Minor, major and large scale
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The Intend to Publish London Plan requires a minimum of 5sqm of private outdoor space to be provided for 1 - 2 person dwellings and an extra 1sqm to be provided for each additional occupant.

Using the Barnet SPD requirements, the scheme proposes 840 habitable rooms and therefore requires a total of 4,200sqm of amenity space.

The proposed amenity provision has been development to ensure that each dwelling is provided with private outdoor amenity space, with either a balcony, terrace or garden. The total amount of private amenity measures 2,187sqm.

In addition, 1,693sqm of shared amenity space is provided in the form of communal gardens located between the blocks and a further 1,642sqm of amenity space is provided at ground floor level.

Overall, 5,522sqm of amenity space is provided within the development which is compliant with the Barnet SPD requirements. Overall, it is considered that acceptable levels of outdoor amenity space are available to all future residents. Further explanation and assessment of the proposed landscaping will be set out further within the report.

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 Landscape Design and Access Statement identifies existing play within the surrounding area. It identifies that there is no play provision within acceptable walking distances (100m and 400m respectively) but there are a couple of larger open space and play areas within 800m of the application site.

The statement sets out that 1,168.5sqm of playspace is required to accommodate the number of children expected to reside within the development. The on-site play provision and requirements for different age groups is set out as follows:

Age- Group	No. of children	Play space requirements (sq.m)	On-site play provision (sq.m)
Under 5s	52	519.9	572.1
5 to 11s	39.1	391	402.3
12+	25.8	257.6	88.7
Total	116.9	1168.5	974.4

The play space is proposed at ground and podium levels and comprises of a variety of different plays spaces. Officers are satisfied with the principle and quality of play provision proposed. Following comments received from the GLA regarding 12+ play provision, the applicant had now provided some 88.7sqm within the proposed site. Due to the type of

play provision required for this age group, further provision within the site would be at the expense of the general amenity proposed through the scheme. A number of open space areas have been identified within 800m of the site and therefore it is considered that an in-lieu financial contribution for offsite provision can be accepted for the outstanding play requirement. This will be secured via a S106 obligation and this approach is considered acceptable in this instance

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 Council's Sustainable Design and Construction SPD (2016) sets that in new residential development, there should be a minimum distance of 21 metres between properties with facing windows to habitable rooms to avoid overlooking. Shorter distances may be acceptable between new builds properties where there are material justifications.

The Design and Access Statement provides a design response into the positioning of buildings within the site, with the setting out of the new buildings being based on an 18m separation distance. Given the urban setting of the site, where existing built form is denser in layout, the proposed separation distances of 18m is considered to be acceptable in this instance.

Noise impacts on future residents

In relation to noise impacts on the proposed development, the application is accompanied by a Noise Assessment report.

The assessment results identified that the majority of balconies and terraces as well as within the podium communal spaces would achieve the targets from external noise levels. The front façade of Block A where balconies and terraces will overlook High Road will likely receive exceedances for external noise. However, all residents will benefit from the use of the residential courtyards which have been found to have acceptable noise levels where it is well screened from traffic noise.

In terms of internal noise levels, the report finds that the inclusion of suitable glazing and ventilation will be sufficient to ensure a low impact for future occupiers. Subject to further detailed measures to be incorporated within the design of the proposed development and attachment of relevant conditions, adequate levels of noise for future occupiers is on balance considered to be acceptable.

Air Quality impacts on future residents

An Air Quality Assessment has been submitted in support of the application and the results found that there will no exceedances at any of the proposed development receptors

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 have raised no objections subject to the

standard condition. Therefore, a condition would be attached to any permission requiring the proposed development and design to achieve Secure By Design Accreditation.

Design

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 7.1 of the London Plan further emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment. Architectural design criteria are set out at policy 7.6.

Draft Replacement London Plan (DRLP) policy D1B requires development to respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and be of high quality, with architecture that pays attention to detail, and gives consideration to the use of attractive, robust materials which weather and mature well. Policy D2 (Delivering good design) requires masterplans and design codes to help bring forward development and ensure it delivers high quality design.

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.

Design Concept

The submitted Design and Access Statement begins through a thorough analysis of the surrounding urban grain, building heights, local character and also historic context of the site itself. The document then outlines the evolution of the design, identifying the opportunities and opportunities as well as taking into account building upon the vision and aspirations of the North Finchley SPD.

The scheme recognises its location as an edge-of -town centre site within the southern gateway of the town centre which the SPD places importance for the future of the town centre. The SPD has included areas adjacent to the town centre boundary and considers them suitable for redevelopment, in particular, residential led intensification so that it can contribute improvements to the town centre's vitality and viability.

Whilst the site does form a standalone application, consideration of the scheme should also be taken cumulatively with the opportunities arising from the SPD vision.

Layout

The scheme is designed around a central spine on an east-west axis, with two residential blocks, with internal courtyards at podium level above ground floor car parking and a residential block to the north which is grounded at street level, along Rosemont Avenue.

This proposed spine creates new pedestrian permeability within the edge-of-centre site and will create a new area of public realm within the area with new landscaping and play opportunities along the route. The benefits of this will be open to both future residents of the site and existing residents of the surrounding area. There is also additional permeability created through the access route from Christchurch Avenue.

The building layouts around the edge of the site, following the pattern of development along the neighbouring residential streets, with units fronting onto the streets providing active frontage.

Overall, the proposed layout is supported by Planning and Urban Design Officers. Comments from the GLA are noted in respect of quality of materials, landscaping and lighting and these elements and a maintenance and management strategy will be secured by condition. The benefits of inclusion of the adjacent Topps Tiles site was investigated by the applicant and unfortunately was not possible. However, the proposed design has taken into account a potential and realistic future development opportunity at this site.

Scale, massing and height

Scale and height is varied across the proposed development as it seeks to optimise the brownfield site and to provide variation in the roof scape. Above the podium level of blocks A and B to the south, separate buildings have a staggered linear form of north-south to break up massing, creating spaces between the buildings and reducing the visual impact on neighbouring properties.

There is a variation in height across the scheme of between four and nine storeys with height being lower at the edges of the site and stepping up to maximum height within the centre of site. When viewing east to west, building A fronting the High Road has a height of 6 storeys, increasing up to 7 and 9 storeys with buildings B, C and D, before stepping

down to building E of part 5/6 storeys. Block C which comprises of buildings F and G has heights of 4 and 5 storeys.

Barnet Policy CS5 defines the height of tall buildings and the locations where they may be permitted. It notes that tall buildings may be appropriate in strategic locations, including the Priority Town Centres which includes North Finchley. Policy DM05 lists the requirements that tall buildings should demonstrate.

The NF SPD has created a spatial strategy for different parts of the town centre, setting out Key Opportunity Sites, Parade Enhancement Areas and Other Opportunity Areas as well as Local Plan Policy Areas. The application site falls within a Local Plan Policy Area which the SPD doesn't identify specific sites or any design criteria. However, a couple of Key Opportunity Sites lie at the southern edge of the town centre within close proximity of the site. Sites at Tally Ho Triangle & artsdepot, Finchley Road and Ballards Lane/ Nether Lane have been identified for a variety of heights up to 12 storeys. It is noted that there is already a 16-storey building on the Arts Depot site.

The Council have a commitment to reviving North Finchley Town Centre and therefore there is a high certainty regarding the future development of these sites being brought forward with a forthcoming change in the built form and introduction of new tall buildings within close proximity of the site.

As the site lies within a Local Plan Policy Area, consideration of DM05 is applicable. This states that proposals for tall buildings will need to demonstrate:

- i. An active street frontage where appropriate;
- ii. Successful integration into the existing urban fabric;
- iii. A regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline;
- iv. Not cause harm to heritage assets and their setting; and
- v. That the potential microclimate effect does not adversely affect existing levels of comfort in the public realm.

In terms of active street frontage, the scheme comprises of units which face directly onto all adjacent streets including the proposed central spine route and areas of landscaping and play space. In addition, entrances, windows and balconies would overlook the streets, providing natural surveillance. For these reasons, the proposal is considered to respond well to the surrounding area and the amount of active frontage is seen as a positive element of the scheme. Therefore, the proposal is considered to satisfactorily demonstrate an active frontage.

A Townscape and Visual Appraisal has been submitted in support of the application to assess the effects of the proposed on key townscape and visual receptors. Officers are in agreement with the report findings that the proposed development would result in a high degree of change to the site.

There would be a marked increase in the scale along the High Road frontage, with the proposal however this is considered acceptable as the site lies along a major arterial route and its defined as the southern gateway into the town centre. The proposal would also be seen in conjunction with the mosque extension which comprises of a considerable extension in height and to its frontage as well, as the redevelopment of Finchley House, identified in the NF SPD for 9/10 storeys. The increase in height along the High Road is considered to be appropriate.

Along this part of Christchurch Avenue, the built form comprises of purpose built flatted developments of 3-4 storeys in height. Due to the site of the Topps Tiles site, the proposed buildings would be set back away and it is considered that due to the orientation, setbacks and variance in height, the scale of development can be accommodated within the streetscape. Again, being identified as an edge-of-centre site, it is expected that an intensification of the site would be appropriate.

Along Woodberry Grove, the proposal steps down to five storeys, with the higher elements stepped back into the site. Along this street, the existing mature street trees will be retained which are considered to help screen / mitigate the visual transition in scale. The proposal is considered appropriate along this element and not considered to be visual harmful.

There are two visual considerations to be taken account of from Rosemont Avenue, the introduction of buildings F and G along the street and secondly the visual impact of the taller buildings within the site. There is considered to be an acceptable transition of height of five storeys at the junction with Woodberry Grove to four storeys adjacent to and opposite the existing terraced houses. At the top end of Rosemont Avenue, the rear facing elevations of Ballards Lane are setback from Rosemont Avenue. On the second consideration, the visual disparity of the highest parts of the scheme and the existing terraced houses is most evident here. The proposed design has sought to mitigate some of this harm through the orientation of the building and siting of taller buildings along the southern part of the site. It is recognised that there is most visual conflict and element of change along this part of the surrounding area. This harm needs to be balanced against the overarching vision of the Town Centre improvements and also the optimisation of an edge-of-centre brownfield site. In conjunction this needs to be considered with the proposed level of change anticipated through the redevelopment of a number of sites in close proximity of the site and the introduction of further tall buildings in this area. After careful consideration and balancing of these effects, it is considered that the proposed scale and height is compatible for the site's location.

In terms of topography, Map 8 in the Core Strategy shows the locally important views (Local Viewing Corridors). The site does not fall within one of the identified views. In addition, North Finchley is identified as an acceptable location for tall buildings, with a number of key opportunity sites being identified as suitable for up to 12 storeys in height. The proposed development would respect and not exceed the height guidance for these identified sites which therefore would retain prominence through their town centre location.

In terms of potential harm to nearby heritage assets it has been identified that there are two Statutory Listed Buildings and a number of non-designated (Locally Listed Buildings) within 500m of the site. A detailed analysis of this will be set out further within report but the results of which find there would neutral harm to the statutory listed buildings.

To address microclimate, the design and layout of the proposed development incorporates a number of measures to prevent any adverse effect for the public realm. Proposed blocks are staggered in layout across the site, buildings have variances in height and roof forms with projecting balconies and setbacks and therefore help to break up any potential wind effects. The linear layout of the upper level buildings will allow light to penetrate through the site. With these measures incorporated, Officers are satisfied that the proposed development can successfully address any potential microclimate effect.

Overall, having assessed the effects of scale, massing and height, the proposed development is found to be acceptable having regard to the site's brownfield, edge-of-centre location, providing an intensification of use and demonstrating the tall buildings criteria. The tall buildings are set back within the site in order to retain the human scale of the street and provide a transition down to the lower scale neighbours. The buildings around the edges have been designed with a pitched roof and carries forward the overarching roof typology of the area. The taller buildings within the centre of the site have flat roofs with parapets to allow for the roof plant and services to support the residential units. The GLA have also concluded a similar response with their comments stating the height of the proposed development responds well to its edge of centre context, optimises an underused brownfield site and raises no strategic concerns in respect of height and massing.

External Appearance and Materials

The design concept has taken inspiration from the site's historical use as a Tramway Depot and the local vernacular of the surrounding area. The primary material is a red multi-brick, with buff and dark grey bricks also used to provide visual interest and separation between elements of podiums and buildings. In combination with the proposed fenestration and balcony detailing, it is considered that the proposed materiality is acceptable, providing sufficient façade variation.

The architecture presents a high-quality appearance which responds to its surroundings. It is considered that the scheme provides an attractive development which is contemporary in appearance and reflects the traditional features of the conservation area and neighbouring built form. For these reasons, the proposed development is considered to be appropriate and acceptable.

In terms of architecture, the GLA comment that the architectural aesthetic appears a good quality contemporary design. The success of the architectural approach will be dependent on the use of the highest quality materials. Details of the external appearance and finishing will be secured via condition.

Heritage

Barnet policy DM06 indicates that all heritage assets will be protected in line with their significance and development proposals must preserve or enhance the character and appearance of Barnet's conservation areas.

Under Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, there is a statutory duty to consider the impacts of proposals upon listed buildings and their settings.

The site does not contain any designated heritage assets nor is the site located within a conservation area. There are two statutorily listed buildings and structures in close proximity to the site, namely the Grade II listed Christ Church, and Grade II listed Men of Finchley War Memorial (including the Finchley Metropolitan Tramway and Hendon Garage Memorial Tablets). There are also a number of non-designated (Locally Listed Buildings) within proximity of the site.

The application is accompanied by a Built Heritage Statement (BHS) which identifies the following heritage assets within a 500m radius of the site:

- Christ Church (Grade II);
- Men of Finchley War Memorial, including the Finchley Metropolitan Tramway and Hendon Garage Memorial Tablets (Grade II) and the Finchley United Services Club (non-designated);
- 677a High Road (non-designated);
- 16-26 Christchurch Avenue and 53 Christchurch Avenue (both non-designated);
- The Elephant Inn Public House (non-designated); and
- 672 High Road and 705 High Road (both non-designated).

In establishing the significance of the site's setting of Christ Church, the building sits within a small plot and set back from the High Road and is viewed with the attractive landscaping and existing trees which frame the front of the site. The BHS identifies that in relation to the Grade II Christ Church, the site forms a small part of the asset's wider setting and with the current form of the site, it makes no contribution to the manner in which the church's significance is appreciated. The BHS identifies that the proposed development would introduce a degree of change to the setting of Christ Church. The BHS concludes that due to the limited degree to which the setting of Christ Church contributes to its heritage significance, it is considered that the proposals would represent a neutral change within the church's setting. Officers agree with the findings of the BHS in relation to Christ Church and that the site's setting is not affected by the proposed development and there is no harm cause to the significance of its setting.

With regards to the Metropolitan Tramway and Hendon Garage Memorial Tablets, this is situated on the corner of Ballards Lane and Dale Grove. The site lies approx. 100m south of the asset and there is no indivisibility with the sites but there is a historic connection with the assets, in particular the listed memorial, as it was the original home to the M.E.T Finchley Depot memorial tablet prior to the demolition of the depot on the site. The BHS acknowledges that the site may therefore be considered to form part of the asset' setting on a contextual basis. However, as the site has since been redeveloped, the BHS does not consider that the site makes a contribution to the significance of the asset or the ability to appreciate that significance at present. Due to the location of both sites, officers do not consider there would be any harm caused to the significance of the listed war memorial.

In addition, to the above, a number of Locally Listed Buildings are situated within close proximity of the site. The closest being 677a High Road (currently Topps Tiles) which is located immediately adjacent to the site in the south-east corner. The Council's local list identifies it as being of architectural interest and has a unique corner turret. The proposed development would introduce a change to its setting, introducing much taller forms of development and would no longer be seen in isolation as it is currently viewed. The proposed development is likely to cause harm to the setting of this locally listed building by virtue its scale and immediately adjacent location. However, Officers agree with the findings of the BHS that this would amount to a low level of harm in this instance.

With reference to paragraph 197 of the NPPF, the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated assets, a balanced judgement will be required having regard to the scale of any harm of loss and the significance of the heritage asset.

There are a number of other locally listed buildings situated further away from the site and the BHS has also undertaken an analysis and impact of these sites. However, as these are located further away from the site, the BHS finds that the proposed development would

either have no impact or a neutral impact of the significance of their setting. Officers are satisfied and agree with the findings with regards the other identified non-designated assets.

The applicant has identified a series of benefits of the scheme, mainly the redevelopment of a brownfield site and provision of 307 new residential units with 35% affordable housing. The benefits of the proposal and the balancing of these will be made within the 'Planning Balance' section at the end of the report.

Amenity Impact on Neighbouring Properties

Part of the 'Sustainable development' imperative of the NPPF 2019 is pursuing improvements to amenity through the design of the built environment (para 127). 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.

There are neighbouring residential properties surrounding the site in all directions. The separation distances are measured to each street as follows:

- High Road – the scheme achieves a window to window separation distance between 26-28m from the frontage of Building A across to the buildings on the opposite side of High Road. This exceeds the SPD guidance and therefore no overlooking concerns are considered to be detrimentally harmful;
- Christchurch Avenue – measured from Block A on the eastern side of the site, buildings A-C are set back from the street due to siting of the Topps Tiles site and therefore there are larger distances of approx. 30m. In addition, there are no windows on this flank elevation of buildings A-C from ground to third floor level. The higher positioned windows are therefore positioned above the windows levels of the buildings opposite and are not considered to raise overlooking concerns. From Block B which fronts onto Christchurch Avenue, the distance measures at 22m which is in exceedance of the SPD guidance. However, opposite this block is only a single flatted building and the rear gardens of Woodberry Grove to the south and therefore overlooking concerns are not considered to be significant;
- Woodberry Grove – The elevation facing Woodberry is stepped, meaning the northern section is closer to the road with an 18.5m separation which increases to the south to 20m with the elevation being setback further within the site. However, along the northern part of this elevation, there are a number of large mature street trees which will help reduce and mitigate the slightly shorter distance. A separation distance of 18-20m is considered to be reflective of the existing built form and the distances on this part of the scheme are considered to be acceptable and do not raise harmful overlooking concerns;

- Rosemont Avenue – Where buildings F & G front onto Rosemont Avenue, the separation distance from window to window is approx. 18m. As this part of the proposal reflects the existing building line of the terrace buildings, this distance is reflective of the existing position along the street. This is considered to be acceptable. The dwellings along the northern part of Rosemont Avenue do not extend all the way up the street to the north-west corner, where there are a number of garages and hard surfaced areas to the rear to the buildings along Ballards Lane. Therefore, concerns of overlooking are not found by virtue of the types of building and distances in the north-west corner. With regards to the distances between the southern dwellings along Rosemont Avenue, the proposed blocks to the south would measure separation distances of between 10.5-16m to the rear boundaries and between 21-28m to the rear windows. This is either compliant or in exceedance of the SPD guidance and overlooking is not considered to be detrimental harmful.

In addition to the above, the Finchley Mosque have objected on the basis of overlooking into their building. The Local Plan does not specify overlooking distances to community buildings, however a separation distance of approx. 10m is measured by the flank elevation of building A and the side elevation of the new existing building and proposed mosque extension. Within building A, the main outlook is east and west with secondary windows facing towards the mosque building. As such, overlooking is not considered to be harmful issue with regards the existing mosque building or the approved extension should it be constructed.

Whilst the scheme is considered to be compliant in respect of overlooking and separation distances, the scheme by virtue of its redevelopment nature, height and provision of windows facing towards neighbouring properties will result in an increased perceiving of overlooking. In order to minimise this effect, the main outlooks are east and west, away from the majority of neighbouring dwellings. Those windows which are located within the flank elevations of buildings A-E are secondary windows to those proposed habitable rooms and therefore are not considered to harmfully add to the perception of overlooking. In addition, those buildings have been oriented in a north/south linear layout to allow separation, break up the massing and reduce the number of windows facing outwards to neighbouring streets and buildings.

In terms of outlook, the buildings have either been designed at a lower height where they face onto neighbouring streets or have been located away from and orientated so that large elevations do not dominant the outlook from neighbouring properties. Along Rosemont Avenue, only building G is directly opposite the existing dwellings. Here the proposal only appears as an extra storey in height above the existing ridgeline and has been designed with gable-fronted pitched roofs to minimise their visual impact. It is considered that this is not detrimentally harmful to the outlooks of those properties along Rosemont Avenue. The proposal would introduce new tall buildings across the site and those dwellings along the southern side of Rosemont, Christchurch Avenue and Woodberry Grove would experience a level of harm to their outlooks by virtue of their height and the number of buildings proposed. The scheme has tried to minimise this harm through the transition of heights across the, siting of buildings away from more sensitive areas and orientating buildings to allow views through the site. This harm will need to be balanced against the proposed benefits of the scheme.

Impact on daylight and sunlight

A detailed daylight and sunlight analysis has been undertaken in accordance with BRE guidelines and a report submitted in support of the application. When assessing any potential effects on the surrounding properties, the BRE guidelines suggest that only those windows that have a reasonable expectation of daylight or sunlight need to be assessed. The BRE guidelines provide three principal measures of daylight – Vertical Sky Component (VSC), No-Sky Line (NSL) and Average Daylight Factor (ADF).

VSC is a measure of the skylight reaching a point from an overcast sky.

NSL is a measure of the distribution of daylight within a room.

ADF is a measure of the daylight within a room.

The amount of direct sunlight a window can enjoy is dependent on its orientation and the extent of any external obstructions. Annual Probable Sunlight Hours (APSH) is used to consider any sunlight effect to surrounding properties.

The report conducted an analysis on a considerable number of properties in the immediate area:

- 622 – 644 High Road;
- 687-693 High Road;
- 1-14 and 15-35 Colman Court;
- 11 and 17 Christchurch Avenue;
- 6a-d Woodberry Grove;
- 298 – 318 Ballards Lane;
- 26 – 54 Rosemont Avenue; and
- 1 – 27 Rosemont Avenue.

Following the testing, the report advises that the following properties satisfy the BRE guidelines for daylight and sunlight and therefore are unlikely to experience a noticeable effect upon their daylight or sunlight amenity:

- 634 – 644 High Road;
- 687 – 693 High Road;
- 17 Christchurch Avenue;
- 298 – 318 Ballards Lane; and
- 26 Rosemont Avenue.

The effects to the properties that do not fully meet the BRE guidelines are described in more detail within the assessment report. The summary of the results for these properties is listed out below:

622-632 High Road

This is the row of terrace dwellings located to the east of the development on the opposite site of the High Road.

Whilst 15 of the windows assessed will fall short of the BRE criteria for the VSC form of daylight assessment with relative reductions of between 22.95-31.19%, 10 of them would

retain between 24.42-26.76% VSC. The report acknowledges that this is only marginally short of the BRE target of 27%. All rooms would otherwise meet the BRE criteria for NSL (daylight) and APSH (sunlight). Given that these properties overlook a vacant carpark and development likely to come forward for this brownfield site, a small reduction is somewhat expected. Officers are satisfied with the results for these properties and do not find the results harmful on these properties.

1-14 Colman Court

This is a flatted residential block which is located to the south of the site and fronts onto High Road.

12 of the 15 windows assessed would meet the BRE criteria for VSC. The 3 windows that experienced reductions are narrow-slit windows located in the northern elevation. These are not the primary windows serving those rooms and therefore the reductions are not considered to be harmful. All rooms were assessed to be comfortably meeting the NSL criteria. Officers are in agreement with the report that these units will continue to receive good levels of natural daylight and sunlight.

15-35 Colman Court

This is a flatted residential block which is located to the south of the site and fronts onto Christchurch Avenue.

41 out of the 60 windows assessed were found to fall short of the BRE criteria and experience reductions of between 22.94-43.70%. The report explains that this is partly attributable to the recessed nature of the windows which are flanked by projecting bays. However, where the windows are not recessed, the retained VSC values range from 18.46-26.36% which is considered reasonable. 40 of the 49 habitable rooms assessed will meet BRE the criteria for NSL. The 9 remaining rooms will experience relative reductions of between 20.6-37.2% but is understood that these rooms are used in bedrooms which are considered less important.

For sunlight, the majority of rooms assessed are only served by northerly orientated windows so just 7 rooms were assessed. The report advises that all 7 rooms comfortably meet the BRE criteria for winter and total APSH.

The report advised that the proposed development will cause a reduction in the high levels of light received due to the current unobstructed site. However, the retained levels of light are considered to be reasonable for this location. On balance, Officers find the level of harm to be acceptable in this instance.

11 Christchurch Avenue

This is a residential apartment block located to the south of the site and faces onto Christchurch Avenue.

For VSC, 10 out of the 18 windows meet the BRE criteria. 7 of these windows retain between 18.07-22.86% VSC which is acknowledged as being acceptable in this type of location. The remaining window which is located centrally within the top, is affected by its overhung roof eaves. For NSL, 17 out of 18 habitable rooms would meet the criteria with one room experiencing an increase due to the gaps between the proposed blocks. The 1

rooms which falls short is understood to be a bedroom and a reduction of 37.1% is on balanced considered acceptable.

For sunlight, all 6 southerly orientated rooms will meet the BRE criteria.

Overall, the reductions are not considered significant in this instance.

3 Woodberry Grove

This is a residential property located to the south of the site and fronts onto Woodberry Grove.

For VSC, 25 out of the 33 windows assessed meet the BRE criteria. 5 out of the 8 remaining windows will retain in excess of 20% VSC which is acknowledged to be a good level of daylight. The remaining 3 windows are secondary panes within the bay windows.

All rooms meet the BRE criteria for NSL (daylight) and APSH (sunlight).

Officers therefore find that the proposed development will not detrimentally harm the levels of daylight and sunlight received to this property.

6a-6d Woodberry Grove

This is a terrace of 4 residential properties located to the west of the site on the opposite side of Woodberry Grove.

For VSC, 12 out of the 13 windows assessed were found to fall short of the BRE criteria. The ground floor windows, assumed to be living rooms, would retain between 16.90-23.33% VSC. At first floor level, it is noted that the windows are overhung by the roof eaves or are setback and this contributes to the assessed reductions. The report conducted an additional hypothetical assessment which removes the eaves and found the retained VSC level would retain over the 20% acceptable level. Therefore, it has been demonstrated that the design of the buildings themselves is a critical factor in the level of reductions to these windows.

For NSL, 3 of the 13 rooms will meet criteria. 7 of the 10 remaining windows are located on the first floor and assumed to be bedrooms which are considered to be less important.

For sunlight, each of the rooms assessed are northerly orientated so have been considered for APSH assessment.

The report advises that these properties will experience an effect of daylight reduction as a result of the proposed development. The majority of the ground floor windows assumed to be living rooms will receive reasonable light with those windows on the first experiencing the most effect. On balance, on the reasonable assumption that these are bedrooms, and are inhibited by the design of the building itself, the level of overall harm is not considered to be significant.

28-40 Rosemont Avenue (evens)

This is row of 7 terrace properties located to the north of the site on the opposite side of Rosemont Avenue.

For VSC, 18 out of the 47 windows assessed meet the BRE criteria. The remaining windows experience relative reductions that range from 20.33-44.58%. 28 of the 29 windows that fall short of the guidance will retain a VSC level in excess of 20% which is considered to be a good level of daylight within this type of location. The remaining window is a secondary pane of a bay window which is overhung by a porch eave. This is considered to be acceptable.

For NSL, all the rooms within 28-34 Rosemont Avenue will meet the BRE criteria. 3 rooms within 36-40 Rosemont Avenue will fall short of the BRE criteria but would still achieve a daylight area of between 59.6%-673% of their working plane which is considered reasonable.

For sunlight, all southerly orientated rooms will meet the BRE criteria.

It is acknowledged that the proposed development will have some effect on these properties but the retained levels of daylight and sunlight are considered still to be good for this type of location. Officers are accepting of the findings for these properties and consider that there is no significant harmful impact.

54 Rosemont Avenue

This is a residential property located to the north-west of the site at the junction of Rosemont Avenue and Woodberry Grove.

For VSC, 4 out of the 5 windows assessed will meet the BRE criteria. The remaining window located on the ground floor will retain a 20.53% VSC which is considered to be acceptable.

All rooms will meet the BRE criteria for NSL (daylight) and APSH (sunlight).

Officers agree with the findings of the report that the proposed development will not give rise to a noticeable reduction in daylight or sunlight to this property.

27 Rosemont Avenue

This is a residential terraced property located on the south side of Rosemont Avenue and adjacent to the development site of block G.

For VSC, 10 out of the 13 windows assessed will experience relative reductions of between 28.22-79.21%. 6 of these windows serve the ground floor extension which experiences the biggest reduction in VSC. The report notes that this extension also benefits from 2no. skylights and should help this room remain sufficiently well daylight after the implementation of the proposed development. 2 further windows are located in the recessed element of the building and are already heavily obstructed in the existing condition. The remaining 2 windows serve first floor bedrooms, of which 1 of these retains in excess of 20% VSC. The other is blinkered by the two-storey outrigger and has restricted access. As has been previously accepted, reductions to bedrooms are not generally considered to be significant.

For NSL, 2 of the 4 rooms would meet the BRE criteria. The remaining 2 are the recessed kitchen and bedroom which experience relative reductions due to their restricted access to daylight.

For sunlight, the two rooms that are not recessed comfortably meet the BRE criteria. The two rooms that are recessed will meet the BRE criteria for the winter sun but fall short of the criteria for annual run.

Overall, the assessment finds that the proposed development will have an effect on the levels of daylight and sunlight to this property. The greatest impact will be to those rooms which are impeded by the outrigger but all other rooms will retain acceptable levels. Officers on balance consider that this harm is acceptable.

25 Rosemont Avenue

This is a residential terraced property located on the south side of Rosemont Avenue.

For VSC, 3 out of the 8 windows assessed will meet the BRE criteria. 3 out of the remaining 5 retain over 20% VSC which is considered acceptable. 1 window experiences a reduction due to its recessed location and the other window is the ground floor French door.

For NSL, just 1 room of 6 will fall short of the BRE criteria but it will continue to retain 71.5% of its working plane.

For sunlight, 4 of the 6 rooms will meet the BRE criteria for both winter and total APSH including the living room. The 2 remaining rooms are in use as a kitchen and bedroom respectively and therefore the reductions are considered to be acceptable.

Overall, Officers find that the proposed development will not detrimentally harm the levels of daylight and sunlight received to this property.

23 Rosemont Avenue

This is a residential terraced property located on the south side of Rosemont Avenue.

For VSC, 7 out of the 8 windows would fall short of the BRE criteria and would receive relative reductions that range from 23.93-46.52%. However, 5 of these windows are located in the recessed element or on the side of the rear outrigger and therefore, their access to daylight is limited in the existing condition. The remaining 2 windows will retain around 18-20% VSC which is generally acceptable for this type of location.

For NSL, all rooms will meet the BRE criteria.

For sunlight, the non-recessed living room and first floor bedroom comfortably meet the BRE criteria. The other rooms are understood to be in use as a kitchen and bedroom and therefore the reduction in sunlight is not considered as severe.

Overall, the proposed development will have an effect on the daylight and sunlight received for this property. The reductions are generally caused by the recessed nature of a number of rooms and these already experience poor levels due to their position and orientation. On balance of the results received, the proposed development is not considered to be significantly harmful.

21 Rosemont Avenue

This is a residential terraced property located on the south side of Rosemont Avenue.

For VSC, 8 of the 12 windows assessed will fall short of the BRE criteria with relative reductions of between 24.63-46.98%. Half of these windows are recessed and therefore cause disproportionately larger percentage reductions. The remaining windows are obstructed to a lesser degree in the existing position and retain between 18.68-24.45% VSC which is acknowledged as being an acceptable level of VSC in this location.

All rooms meet the BRE criteria for NSL (daylight) and APSH (sunlight).

Whilst the results demonstrate that the proposed development will have an effect of VSC levels at this property, this is on balance considered acceptable, given that all other tests were found to be fully compliant.

19 Rosemont Avenue

This is a residential terraced property located on the south side of Rosemont Avenue.

For VSC, 8 of the 10 windows assessed will experience relative reductions that range from 31.83-51.18%. Half of these windows serve the ground floor extension which is also served by a rooflight. Whilst combining the results of for NSL, the report notes that the overall effect to this room should not be significant. 3 of the remaining rooms are recessed with the remaining room retaining 22.53% VSC.

For NSL, 3 of the 4 rooms assessed will meet the BRE criteria with the remaining rooms experiencing a relative reduction of 37.5%. However, this room is heavily recessed and is more sensitive to change.

For sunlight, half of the rooms will meet the BRE criteria for both annual and winter APSH. 1 further room will meet the BRE criteria for annual sun but receive slightly lower levels in winter. However, the report advises, that retaining 27% APSH should still ensure that the rooms will receive good levels of sunlight throughout the year. The remaining room is heavily assessed on the assumption like the other properties, it is used as a kitchen, the reduction is not considered as severe.

The results demonstrate that the proposed development will have an effect on daylight and sunlight levels, the combination of results across all of the tests will still mean that this property benefits from acceptable levels of daylight and sunlight.

17 Rosemont Avenue

This is a residential terraced property located on the south side of Rosemont Avenue.

For VSC, 11 of the 15 windows assessed will meet the BRE criteria. The remaining 4 windows experience relative reductions that range from 30.84-45.98%. 3 of these windows serve the ground floor extension, but with the inclusion of a large sky light and combined with NSL results, the room as a whole is not considered to experience any significant changes. The remaining 1 window will retain 23.50% VSC which is accepted as being a good level of VSC.

For NSL, 4 of the 5 rooms assessed meet the BRE criteria. The remaining room experiences a relative reduction of 31.6% but is heavily recessed and therefore sensitive to change.

For sunlight, all the rooms will meet the BRE criteria for total and annual APSH.

Overall, Officers agree with the findings of the report that the proposed development will not give rise to a significant impact upon daylight or sunlight received to this property.

13 and 15 Rosemont Avenue

These are a pair of residential terraced properties located on the south side of Rosemont Avenue.

For VSC, 6 of the 14 windows assessed will meet the BRE criteria. The remaining 8 recessed windows will experience relative reductions of between 20.36-40.68% however still retain VSC levels in excess of 20% which is considered acceptable.

All rooms will meet the BRE criteria for the NSL (daylight) and APSH (sunlight) assessments.

Officers consider that these properties will not be significantly impacted by the proposed development.

9 and 11 Rosemont Avenue

These are a pair of residential terraced properties located on the south side of Rosemont Avenue.

For VSC, 14 out of the 22 windows assessed will meet the BRE criteria. The remaining windows will experience relative reductions of between 23.34-39.81% with each of the unobstructed windows retaining in excess of the 20% acceptable VSC level. The other windows are recessed and experience relative reductions that range from 23.34-26.25%.

All rooms will meet the BRE criteria for the NSL (daylight) and APSH (sunlight) assessments.

On balance of the results received across the different tests, Officers do not find that the proposed development would significantly impact upon the levels of daylight and sunlight received by this property.

5 and 7 Rosemont Avenue

These are a pair of residential terraced properties located on the south side of Rosemont Avenue.

For VSC, 10 of the assessed 21 windows will meet the BRE criteria. The remaining 11 windows will experience relative reductions of between 22.87-43.08%. However, 8 of these windows will retain VSC levels in excess of 20% which is acknowledged as being a good level of VSC in this type of location. The remaining 3 windows are recessed and already partially obstructed to daylight.

For NSL, all 6 rooms within 5 Rosemont Avenue will meet BRE criteria. 1 room within 7 Rosemont Avenue will fall short with a relative reduction of 56.9%. This room is recessed and therefore more sensitive to changes and susceptible to larger relative reductions.

For sunlight, all rooms within 5 Rosemont Avenue will meet the BRE criteria. For 7 Rosemont Avenue, 3 rooms will fall short of the BRE criteria. 2 of these rooms will either

comfortably meet the annual sunlight criteria or are fractionally below the guidance. This is still considered to be good levels of sunlight. The windows do fall short on winter APSH but this is to be expected as the winter sun is lower in the sky.

Overall, Officers accept the findings that the proposed development will not give rise to a significant impact upon the daylight or sunlight amenity received to these properties.

1 and 3 Rosemont Avenue

These are a pair of residential terraced properties located on the south side of Rosemont Avenue.

For VSC, 7 out of the 13 windows assessed will meet the BRE criteria. The remaining 6 windows will experience relative reductions of between 20.70-27.58% with 4 of these retaining over 20% VSC which is widely acknowledged as being acceptable in this location. The other 2 windows are recessed and therefore more sensitive to changes and susceptible to larger relative reductions.

All rooms will meet the BRE criteria for the NSL (daylight) and APSH (sunlight) assessments.

Overall, Officers accept the findings that the proposed development will not give rise to a significant impact upon the daylight or sunlight amenity received to these properties.

Overshadowing

An overshadowing assessment has also been undertaken by the applicant and assesses the overshadowing effect to the neighbouring gardens from the proposed development. BRE guidance recommends that at least half of the garden or open space can receive at least two hours of sunlight on 21 March. The rear gardens of the following properties have been assessed:

- 16 – 18 Christchurch Avenue;
- 298 – 300 Ballards Lane; and
- 1 – 27 Rosemont Avenue.

The results demonstrate that 16-18 Christchurch Avenue, 296-300 Ballards Lane and 1 Rosemont Avenue will receive direct sunlight to more than 50% of their area or alternatively will experience less than a 20% reduction in the area receiving 2 hours of direct sun.

The remaining properties are therefore all located along the southern side of Rosemont Avenue (nos. 3-27). The results demonstrate that these 13 properties would experience notable effects on March 21st.

The report has conducted further analysis which demonstrates that just 2-9 days later, a further 6 gardens (nos. 3, 5, 6, 9 and 13) will receive the recommended 2 hours of direct sun to 50% of their area. Given the short timescale of achieving this accepted recommendation, the proposed effect is not considered to be detrimental.

By 13th April which is only a few weeks later, the majority of the other spaces (nos. 11, 15, 17, 19, 21, 23 and 25) will receive 2 hours of direct sun to 50% of their area, or, in the case of 25 Rosemont Avenue, the relative reduction from the garden's existing sun on ground

availability would be less than 20%. Given the relative short timescale of achieving this accepted recommendation, the proposed effects are not considered to be detrimental.

For the remaining garden of 27 Rosemont Avenue, it would take until the 1st May for it to meet the recommended BRE target. However, the area is considerably affected by the existing boundary wall along its western edge with the application site, with the wall being circa 4.3m. This wall obstructs the access to sunlight to the south with the existing condition being 45.5% on the 21st March. Therefore, any meaningful form of development is likely to cause some effect to this space, particularly when the sun is still relatively low.

In addition to the above assessment, a further study has been undertaken of the effect on the 21st June which gives an indication on how the space will feel during the summer months. The results of the study demonstrate that nearly all of the Rosemont Avenue gardens will receive sun for at least 5 hours to the majority of their areas. For no.27, large proportions will achieve at least 4 hours of sun.

In summary, whilst a large proportion of surveyed gardens would not achieve the BRE levels on the recommended day of 21st March, the results demonstrate that nearly all of the garden areas would achieve this within a few weeks. This is not considered to be acceptable in this instance and is not considered that the effects of the proposed development would have a detrimental impact in terms of overshadowing the gardens of neighbouring properties. In addition, the gardens will continue to have high access to sunlight during the summer months which is when they will be most actively used by the occupants of these properties.

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 a residential environment. The council's environmental health team have recommended appropriately worded conditions for noise reporting and impact mitigation, extract and ventilation equipment and plant noise. It should be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

Air Quality

In respect of air pollution, the submitted Air Quality Assessment has assessed the potential impacts of the proposed development in terms of construction and operational impact. In terms of construction, any overall effects of dust nuisance would be temporary, short term, local in effect and of medium to high risk without mitigation. However, the report recommends that dust mitigation implemented during the construction phase, can reduce the effects to low to negligible. Details of dust mitigation are to be secured by condition.

At operational phase, the report finds that there will not any significant changes against the current background and traffic baseline conditions. In fact, the proposal is considered to result in small reductions of air pollutant concentrations due to the expected reduction in the number of vehicle trips on the local network as a result in the proposed change from Homebase store to residential. Annual Average daily traffic is expected to reduce from 1,000 to 250 vehicle movements.

In addition to the above report, the applicant has also submitted an Air Quality Neutral Assessment which assesses whether the building is 'Air Quality Neutral'. As it has been predicted, the proposed development will result in a significant reduction of vehicle movements and the transport emissions footprint has been calculated considerably lower than the Transport Emissions Benchmark. Therefore, no mitigation in terms of transport emissions is required. The calculated building emissions footprint is also considerably lower than the benchmark figure for the development and no mitigation is required.

The Council's Environmental Health service has also reviewed the submitted information and has raised no objections.

Therefore, in respect of air quality, the proposed development is found to be acceptable.

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

London Barnet Local Plan Policy recognises that its residential parking standards will be applied flexibly based on different locations and issues related to public transport accessibility, parking stress and controls, ease of access by cycling and walking, and population densities. Appropriate parking for disabled people should always be provided. 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

Residential development may be acceptable:

- i) With limited or no parking outside a 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 application 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.

Based on the above requirements, the proposed development has a parking provision range of between 188 and 401 spaces. The application site is located with a PTAL rating of 3 (moderate).

In January 2020, LBB published the Preferred Approach Draft Local Plan (Reg 18) which (among other things) responds to the draft London Plan parking standards. The LBB propose to adopt local standards for residential car parking. The LBB plan states that the accessibility of each site should be taken into consideration, including the PTAL, local population density and vehicle ownership, access on foot and by bike and other relevant transport considerations. The revised standards are still maxima and are lower than those in the current Local Plan. For a PTAL 3 site, the maximum standards would be up to 0.75 spaces for 1 and 2-bed units, and up to a maximum of 1 space per dwelling for 3-bed units. The revised standards do not differentiate between flats and houses and do not take account of tenure.

The LBB plan also states that levels of car parking provision can be reduced through the delivery of car club parking bays and pool cars which promote more efficient use of parking spaces. The plan also states that developers providing car club membership can assist residents in moving away from dependence on private vehicles.

During pre-application discussions the applicants sought the Council's view on whether a lower provision than would normally be required would be acceptable. The Council has recently been moving towards TfL's position on reducing the level of residential car parking and managing demand through active travel measures and travel plans. Several applications have been approved during 2018/19 at lower ratios than would normally be expected under standard DM17 PTAL requirements (including car-free). Officers therefore advised that if an evidence-based assessment of potential demand was supportive of a lower ratio and appropriate mitigation measures could be secured, then this would be acceptable in principle.

Based on census assessments and car ownerships levels, as well as the site's proximity to key amenities, public transport and sustainable transport options, the development provides 120 car parking spaces (ratio of 0.39). These spaces will be provided within the undercroft areas of Blocks A and B and accessed via Christchurch Avenue. In accordance with the London Plan, disabled parking is provided at a ratio of 0.03 spaces per dwelling; 20% will have active Electric Vehicle Charging Points (EVCP) with passive provision for all remaining spaces. In addition, the proposed development comprises of the provision of up to two car club spaces. Each eligible resident will be given three years' free membership of the Car Club.

The site is located within a Controlled Parking Zone (CPZ), with various parking and waiting restrictions on the immediate residential streets surrounding the application site. However, there are no restrictions on the streets further south.

Barnet's Transportation Officers are satisfied that the proposed level of residential car parking will be adequate to address forecast demand in this location subject to the provision that overspill parking can be mitigated through the investigation and review of the CPZ arrangements and with future occupants being restricted from applying for parking

permits. These measures will be secured via the S106 agreement, along with a travel plan. A Car Parking management plan will be secured via condition.

Cycle Parking

The development includes the provision of a total of 563 cycle spaces which is in compliance the London Plan policy standards.

Traffic Impact

Based on the evidence submitted the net-effect of the predicted road-based trips is of a level that would not have a material impact on the surrounding road network and would be managed via the proposed highways improvements and the overall comprehensive mitigation package that LBB is seeking and have been put forward below.

The submitted Transport Assessment states that a significant impact is not expected on bus services or on London Underground. TfL are in agreement with the submitted report and its findings and state that no contribution is expected towards public transport service enhancement.

In terms of delivery and servicing, this will be done completely within the new central spine, with dedicated loading bays along the street. This road will be a one-way system and following a request by the Council's Traffic and Development service, this will now operate east-west. The proposed loading bay along Rosemont Avenue has been removed, with the on-street parking spaces being retained. Refuse storage within buildings F & G fronting onto Rosemont Avenue have been redesigned so that they can be serviced via the internal network.

Proposed Transport Improvements

Following submission of the application and Transport Assessment, Council Officers provided feedback on additional requirements to ensure that the development impacts are adequately mitigated. This included a requirement to undertake an ATZ/Healthy Streets assessment and report on recommendations that can be secured through a legal agreement.

A Framework Travel Plan has been submitted in support of the planning application which includes ambitious sustainable mode share targets and extensive measures in the form of infrastructure, information and incentives. The Travel Plan will be secured via a legal agreement.

In addition to the robust targets and measures contained in the Travel Plan, the proposed development will deliver a suite of transport improvements designed to promote sustainable travel behaviour. The improvements comprise of the following:

- Residential cycle parking in compliance of the adopted and ITP LP standards;
- Residential parking for electric vehicles in compliance with adopted and ITP LP standards;
- Developer to fund post-occupation parking survey and any necessary TROs;
- Provision of up to 2no. Car Club parking spaces either on the site or on the adjacent streets;
- Free Car Club membership to residents; plus, Car Club available to wider local community;

- Upgrading of pedestrian and cycle crossing on High Road;
- Financial contribution towards planned improvement schemes for pedestrian, cycle and safety schemes as part of the North Finchley SPD works

The Proposed Development has been designed from the outset to encourage sustainable travel behaviour and to reduce the need to travel, especially by car. This primary objective is balanced with the practical requirements of a development in this location.

The above measures should be secured by means of a Legal Agreement. Officers are satisfied that the mitigation measures proposed are comprehensive and will ensure that the development is sustainable and minimises impact to the surrounding area. Accordingly, Transport Officers recommend approval on Transport grounds.

Having considered all the factors above, it is considered that the proposed development is acceptable on transport matters.

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

The submitted Landscape Design and Access Plan provides a comprehensive and detailed breakdown of the proposed landscaping and open space provision. The proposal will deliver multi-functional landscaping and play spaces which include:

- a landscaped central spine providing pedestrian and cycle space;
- the access link between the central spine and Christchurch Avenue will be a dynamic and engaging play space which uses the change of levels for climbing and sliding activities with a central play pocket;
- the frontage onto the residential streets will have new tree planting;
- new street trees planted along the frontage onto High Road;
- provision of podium communal gardens with a variety of uses – playspace, social areas and self-growing beds; and
- provision of biodiverse roof across the buildings.

As assessed earlier in the report, Officers consider that the provision of new external amenity is appropriate in terms of its size and consider that the proposed landscaping is of a high quality and will result in highly valued public realm and landscaped areas for existing and new residents.

Trees

There are several small trees and soft landscape areas within the existing car park area which will be removed as a result of the proposed development. At present these only provide a very modest contribution to the tree amenity in the local area and entrance to the application site. The Council's Arboricultural Officer does not raise any objections to the

loss of trees/shrubs subject to replacement planting. As set out in the section above, the proposed new landscaping and tree planting is considered to be acceptable.

Around the site boundaries of the site, there are a number of street trees. The submitted Arboricultural Impact Assessment indicates that 4no. streets are proposed to be removed; 2no. on Woodberry Grove and 2no. on Christchurch Avenue. In order to compensate for the loss of these trees, the applicant will be required to pay the relevant CAVAT value of each respective tree. This will be secured via the Section 106 agreement.

The Council's Arboricultural Officer has reviewed the submitted reports and raises no objections in respect of trees subject to appropriate conditions.

Ecology

The Council's Ecology Consultants have reviewed the submitted Preliminary Ecological Appraisal and Bat Emergence Survey Report which have been submitted in support of the application.

The ecology report states that there are nine nationally designated sites within 5km and 17 Sites of Importance for Nature Conservation (SINCs) within 2km. Lower Dollis Brook SINC was the closest at c.0.9km to the north west. The Ecologists consider that due to the scale of the proposed development, impacts on designated sites are not anticipated. Therefore, they are satisfied that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors. Conditions are recommended in respect of the provision of a lighting strategy and compliance with the mitigation and recommendations as set out in the approved reports.

The Bat Emergence report states that no evidence for the presence of any roosting bats was recorded during the survey work undertaken.

Urban Greening

London Plan policy requires new developments to contribute to the greening of London by including urban greening as a fundamental element of site and building design. The GLA comments that the level of urban greening across the proposed development is well considered at ground, podium and roof levels. The proposal achieves a score of 0.40 which is compliant with the target of 0.4 set by Policy G5 of the Mayor's Intend to Publish London Plan.

Officers agree with the GLA that considerable new green infrastructure has been proposed as part of the proposed development.

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 41% CO₂ reduction for the domestic elements. 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 £308, 892.

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 Flood Risk Assessment and Below Ground Drainage Strategy. 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 further details of the surface water drainage scheme would be attached.

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.

The development includes level, 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.

Planning Balance

As stated earlier, after an assessment of the proposed development, Officers find that a low level of harm would be caused to the locally listed building of 677a High Road (currently Topps Tiles) which is located immediately adjacent to the site in the south-east corner.

Paragraph 197 of the NPPF requires that with applications which directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm of loss and the significance of the heritage asset. The building will remain as it is located adjacent to the application site, however the proposed development would introduce a change to its setting, introducing much taller forms of

development and would no longer be seen in isolation as it is currently viewed. Its significance is not considered to contribute to its wider setting.

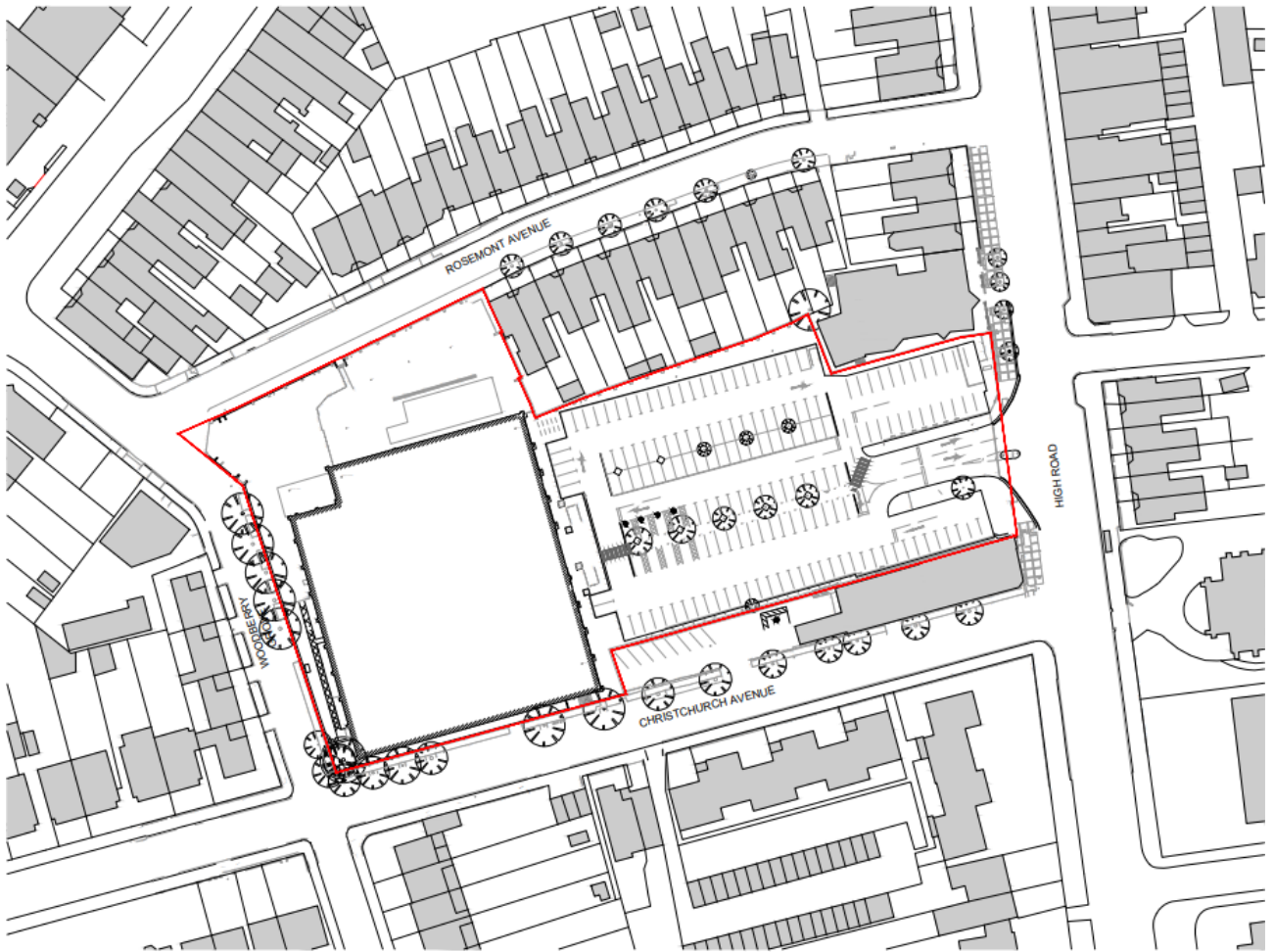
The proposed benefits of the scheme are:

- Redevelopment of an existing edge-of-centre brownfield site;
- Provision of 307 new residential units with 35% affordable housing
- Support for the future vitality and viability of North Finchley Town Centre;
- Provision of new public link and public realm with enhanced landscaping and biodiversity measures across the site;
- Financial contributions through skills and employment and loss of employment; and
- CIL payments to improve local infrastructure.

In applying paragraph 197 of the NPPF, it is considered that the package of public benefits is of considerable importance, along with supporting the vision of the North Finchley SPD and it would outweigh the harm that would arise through the impact on the setting of the non-designated heritage asset.

Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. 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 as set out above.



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Location	Land Between Broadfields Primary School And Hartland Drive Edgware Barnet HA8 8JP		AGENDA ITEM 7
Reference:	20/2007/FUL	Received: 30th April 2020	
		Accepted: 4th May 2020	
Ward:	Edgware	Expiry 29th June 2020	
Case Officer:	Shay Bugler		
Applicant:	Rachel Mottram		
Proposal:	Site clearance and preparation works, erection of temporary hoarding, ground investigation and remediation, removal of any contaminated material.		

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)

Conditions

- 1 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.

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

Drawings

- PL19-033-LOL (location Plan)
- 1393-KC-XX-YTREEEE-TCP01 Rev C (Tree Constraints Plan)
- 1393-KC-XX-YTREEEE-TPP01 Rev A (Tree Protection Plan)
- Amended Mat levels to suit latest design (Pile mat and access road construction)
- FNH441-11-12-20 Rev A (Enabling works grid of levels (Survey v's Pile Mat Formation)
- FNH441-11-12-20 Rev A (Enabling works grid of levels (Survey v's Pile Mat

Formation)

- FNHH441-40.2 Rev 0 Sheet Pile Retaining wall
- FNH-ASD-39-08 Hoarding Details
- Hoarding, Gates & Close Board Fence Requirements (No drawing reference)

Documents

- Planning, Design & Access Statement , Rev C, December 2020 by Fairview New Homes Ltd
- Arboricultural Method Statement dated December 2020 by Keen Consultants
- Enabling works for residential development Construction Logistics Plan (Rev 004 dated Dec 2020) by Fairview New Homes Ltd
- Enabling works for residential Development Construction Management Plan rev 004
- Geotechnical & Geo-environmental Report dated April 2020
- Highways Conditions Report dated July 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).

- 3 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).

- 4 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.

- 5 a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until all aspects of submitted Keen Consultants Tree Protection Plan (1393-KC-XX-YTREEE-TPP01 Rev A); Tree Protection Plan (1393-KC-XX-YTREEE-TCP01 Rev C) and the submitted Arboricultural 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), dated December 2020 relating to enabling works at land to the north of Hartland Drive Edgware HA8 8JP

have been fully implemented

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 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 temporary enabling works shall be implemented in accordance with the protection plan and method statement as approved under this permission 20/2007/FUL.

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.

Informative(s):

- 1 The plans accompanying this application are:
- 2 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.
- 3 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
 - 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
 - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
 - 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
 - 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
 - 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
 - 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.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.
- 4 Trees at and/or adjacent to this site are included within a Tree Preservation Order. The proposal encroaches within the root protection area (as defined in BS5837:2012 Trees in Relation to design, demolition and construction-

Recommendations) of protected trees. This certificate confers no rights for any treatment (including any cutting of roots or branches) of the tree(s) or any other work to be undertaken to tree(s) included within a Tree Preservation Order at or adjacent to the site. If any treatment is proposed, an application would be required in accordance with the Tree Preservation Legislation.

- 5 Shrubs are exempt from the tree preservation legislation.
- 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 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.

OFFICER'S ASSESSMENT

1. Site Description

The application site is a vacant plot of land, approximately 1.7ha in area, located to the north of Hartland Drive, to the south of Broadfields Primary School and to the west of Bushfield Crescent. The southern part of the site was previously grass fields used in conjunction with the school at the site with the two school buildings on the northern part of the site. The north-eastern building was accessed via Bushfield Crescent and the western building accessed via Hartland Drive.

The site subject is accessed via Bushfield Crescent. The surrounding development, other than the school, is suburban residential development with two storeys detached and semi-detached dwellings to the south and east, and two and three storey semi-detached and terraced dwellings to the north east. To the north and west of the site is Metropolitan Green Belt land, currently open fields with Edgwarebury Cemetery beyond. The site slopes up from east to west, with the northern portion set almost two metres higher than the remainder.

The site has a public transport accessibility level (PTAL) rating of 2 (low). This is on a scale of 1 to 6 where, 1 represents poor accessibility to public transport and 6 represents excellent access to public transport. One bus route (288) can be accessed from stops on Bushfield Crescent within 3-4 minutes walking distance of the site. The site is not in a CPZ but there are yellow lines around junction corners in the area.

The site is not in a Conservation Area and there is no listed building on or immediately

adjacent to the site.

2. Site History

Ref no; 20/4031/FUL

Description of development: Redevelopment of the site to provide 137 residential units (Use Class C3) comprising 51 houses and 86 apartments ranging from 2-5 storeys, 158 car parking spaces, cycle parking, landscaping, access improvements and other associated development. Extension of the Edgware Eruv to include the site and installation of poles and wire gateway.

Decision: Resolution to grant planning permission by the Strategic Planning Committee on 01 December 2020, subject to conditions and legal agreement. The final decision notice has not been issued as yet and pending the completion of the Section 106 Agreement.

Planning ref: 15/03137/FUL

Description of development: Redevelopment of the site to provide 112 residential units (Use Class C3) comprising 52 houses (2-3 storeys) and an apartment block (3-4 storeys) of 60 flats. New vehicular access incorporating a mini-roundabout, and associated facilities including 137 car parking spaces (surface level and basement), cycle parking, refuse/recycling stores, landscaping, substation and external amenity space. Alterations to parking layout within Broadfields School

Decision: Approved subject to conditions and legal agreement

Decision date: April 2016

Planning Ref: 14/08088/FUL

Description: In connection with the Eruv in Edgware, the construction of 2 poles with wire gateway at the junction of Roseberry Drive and Bushfield Crescent, Edgware."

Decision: Approved subject to conditions

Decision date: February 2015

Planning Ref: H/04494/08

Description: Demolition of existing junior school and erection of part single, part two storey replacement two form entry primary school, including playgrounds, access road, parking and multi-use games area.

Decision: Approved subject to conditions

Decision date: 2009

3. Proposal

This planning application seeks full planning permission for advanced enabling works for the future redevelopment of the site. This application has been developed in consultation with the London Borough of Barnet.

The enabling works include the clearance of the site, preparation works; site surveys to include ground investigation and any remediation/removal of contaminated material as necessary.

The site would be cleared of existing low- quality vegetation (not including TPO trees) and existing material from the demolition of the former school to ensure the land is in a suitable condition for future redevelopment.

This application does not involve the gain, loss or change of use of any built floorspace, and the existing site access would be retained.

4. Public Consultation

60 consultation letters were sent to neighbouring properties on 14.05.2020 and a site notice was erected onsite on 14.05.2020. 5 objections were received as part of this application. The planning application was not determined as Officers recommended that the full planning application for 137 residential units, be considered by Committee Members first, as was the case in December 2020 (Ref no: 20/4031/FUL).

Following the submission of the full planning application, amendments were made to the enabling works application to ensure the details within the enabling works application are consistent with the full planning application. As such, the Local Planning Authority re-consulted local residents on 16.12.2020.

In total, 33 responses have been received, in objection to the proposal on the following ground:

The objections received can be summarised as follows:

- The proposal would increase traffic congestion;
- Proposed could affected drainage and caused flooding in neighbouring properties.
- The access point should be uncluttered and should include a drop-off/pick-up point for the school, the area would become too congested at drop off and pick up times during school term.
- Proposal would impact on the health and safety of children during construction works.
- Lack of public engagement with the local community prior to the submission of the full planning application.
- Privacy for existing properties should be considered more seriously.
- Increased Air pollution
- Increased Noise pollution
- The previous development approved in 2016 had a maximum height of 4 storeys and had an acceptable impact on the adjacent Greenbelt. The subject proposal has a maximum height of 5 storeys which would have an unacceptable impact on the Greenbelt;
- The proposal would result in an unacceptable loss of trees onsite;
- Drainage and flood matters have not been considered;
- The proposal would result in congestion, particularly at school pick up and drop off hours;
- A robust public consultation exercise was not undertaken for the proposed clearance works.

The proposal would reopen the old pedestrian path to the infant school, near Hartland Close, which would inevitably attract yet more parked cars and worse congestion and Hartland Drive risks being used as an all-day car park by the school, residents and visitors of the Fairview Development.

Officers response to public consultation representation

This application relates to enabling clearance works only. The impacts on the environment have been assessed by the both Councils Environmental Health and Highways teams, who consider the impacts on the environment, including pollution to be acceptable, given the scope of works proposed and the temporary nature of the proposal).

The vast majority of objections received do not relate to the subject application for site clearance works. The responses relate to the principle of a large residential development onsite and/or the specific proposed development for 137 units, which were considered

under planning ref no 20/4031/FUL). All these matters were set out in the committee report for the full planning application, and considered acceptable by Committee Members. The Committee report for the full planning application is provided as an appendix to this report.

The amended proposal would result in the removal of the pedestrian path from the plans.

All matters raised within the representations have been fully considered during the planning assessment prior to reaching the Officers recommendation set out within this report. All representation received where uploaded by the Local Planning Authority upon receipt and made publicly available to view on the Councils website.

Internal consultees

Traffic and Development

LLB Highways department have reviewed the proposal and has engaged extensively with the applicant during the planning assessment process. The applicant has paid a bond against potential damage to the highway construction was acceptable to the highway authority. The bond has been paid and Highways are satisfied with maintaining these same arrangements for the duration of the construction works. The road widening/new footpath can be progressed as part of the s278 works for the approved scheme.

Environmental Health

LBB Environmental Health raised no formal objections and note that the desk study historical mapping, investigation and verification plan is satisfactory with respect to contaminated land. The applicant would be required to submit a Contamination verification report, which would be secured by way of condition.

The proposed Construction Management Plan is satisfactory

Arboricultural Officer

LBB Arboricultural Consultant does not object to the subject application as the proposal does not involve the removal of any Trees Protected by Tree Preservation Orders. A condition is recommended which requires details as submitted and provided within the Arboricultural Report; Tree Protection Plan and Tree Constraints Plan must fully implemented.

The LPA's Arboricultural Consultant also advises that 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 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 temporary enabling works shall be implemented in accordance with the protection plan and method statement as approved under this permission 20/2007/FUL.

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 Government's 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 relevant planning policies within the adopted London Plan (2016) are as follows:

- 2.2 London and the wider metropolitan Area
- 3.1 Ensuring equal life chances for all
- 3.2 Improving health and addressing health inequalities
- 5.3 Sustainable design and construction
- 5.16 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.16 Green Belt
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

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.

Draft London Plan

The Draft London Plan (DLP) published in 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 subsequently declared in December 2019 it's

"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 Secretary of State wrote to the Mayor on the 13th March advising that the London Plan cannot be adopted in its current form without further changes being made as outlined in the Secretary of State's letter.

Due to the advanced nature of the DLP increasing weight should be attached to those policies which the Inspector's report considered sound and those policies which the Secretary of State did not raise objections to. Nevertheless, the London Plan 2016 remains the statutory development 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 accounts needs to be taken of emerging policies

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 (Compliance with the NPPF),
CS5 (Protecting and enhancing Barnet's character to create high quality places),
CS9 (Providing safe, effective and efficient travel),

Relevant Development Management Policies:

DM01, Protecting Barnet's character and amenity,
DM04, Environmental considerations for development,
DM15 (Green Belt), DM16 (Biodiversity),
DM17 (Travel impact and parking standards)

Supplementary Planning Documents

- o Barnet Open Space Strategy 2016-2026
- o Green Infrastructure (October 2017)

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:

- Whether the proposal would have a harmful impact on the adjacent Green Belt

- Whether harm would be caused to trees of special amenity value.
- Whether land contamination works are acceptable or detrimental to public health
- Whether harm would be caused to the highway

5.3 Assessment of proposals

Whether the proposal would have a harmful impact on the adjacent Green Belt

Policy DM15 of the Local Plan stipulates that development on or adjacent to Green Belt/Metropolitan Open Land should not have a detrimental impact on visual amenity and openness of the Greenbelt and should respect the character of its surroundings.

The site is not located in the Green Belt or Metropolitan Open Land, however land to the north of the site is designated Green Belt. Given that the proposal development involves earthworks and not proposed any buildings, it should not have a detrimental impact on the Greenbelt and is in accordance with policy DM15.

Whether harm would be caused to trees of special amenity value

British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations clearly sets out the requirements for tree retention in proximity to development and will be used as the benchmark for considering development proposals.

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.

There are TPO trees that will be impacted by the development TRE/HE/37/G98 and 15/TPO/002/5 x 5 oaks. The submitted Arboricultural Method Statement and supporting Tree Protection Plan provide adequate tree protection to ensure retained trees will not be harmed by the enabling works if fully deployed and strictly adhered to.

There are some trees which are proposed to be removed to accommodate future residential development. LBB Arboricultural Consultant has confirmed that the subject proposal seeks to retain more trees than the lapsed planning 15/03137/FUL and has confirmed that the subject trees to be removal are acceptable, subject to condition which requires the following:

- a) Details as submitted and provided within the Arboricultural Report; Tree Protection Plan and Tree Constraints Plan must fully implemented.
- 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 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 is to safeguard the health of existing trees which represent an important amenity feature to the site.

Whether land contamination works are acceptable or detrimental to public health

Policy DM04 of the Local Plan requires that proposals on land which may be contaminated to be accompanied by a site investigation study to establish the level of contamination in the soil and/or groundwater /surface waters and identify appropriate mitigation.

The applicant has submitted a Geo-Environmental Interpretative Report and Remediation Strategy. LBB Environmental Health Consultant has reviewed the submission and note that the desk study historical mapping, investigation and verification plan are satisfactory with respect to contaminated land. The applicant will be required to submit a verification report, which can be secured by way of condition.

Whether harm would be caused to the highway

Policy DM17 and CS9 of the Local Plan require safety of all road users to be taken into ha vacant plot of land, which is a cleared site of account when considering development proposal.

A Construction Management Plan (CMP) and Construction Logistics Plan (CLP) has been prepared to accompany the application. This document sets out details on local access including highway, public Transport and Cycling; Construction Programme and Methodology, Vehicle routing access; various strategic to reduce impacts; implementation and monitoring programme. LBB Highways and Environmental Health teams have reviewed the submission and confirm that the CMP and CLP is satisfactory in accordance with DM17 and CS9 of the Local Plan which effective and efficient travel and promote highway safety.

The applicant has also submitted a Highways Conditions Report, which illustrates the main deficiencies to the highway that were noted during a site visit in July in the presence of the LBB Highways Officer and the applicant.

LLB Highways department have reviewed the proposal and has engaged extensively with the applicant during the planning assessment process. The applicant has paid a bond against potential damage to the highway construction was acceptable to the highway authority. The bond has been paid and Highways are satisfied with maintaining this same arrangement for the duration of the construction works. The road widening/new footpath can be progressed as part of the s278 works for the approved scheme. LBB Highways team do not raise any formal objections to the proposal.

5.4 Response to Public Consultation

The objections and concerns raised from residents have been considered within the evaluation above, and all representations received from residents were fully considered in the assessment of the application.

Concern was originally expressed regarding an open/accessible pedestrian path to the infant school, near Hartland Close, which could attract yet more parked cars and worse congestion and Hartland Drive risks being used as an all-day car park by the school, residents and visitors of the Fairview Development. The applicant removed the pedestrian path originally proposed between Hartland Drive and the site. The applicant issued

amended drawings and any documents which needed to be updated following the removal of the pedestrian footpath. As such, residents should be reassured that this will remain closed, a requirement which will be secured by way of condition on the full planning application to 137 resident's units (20/4031/FUL).

Concerns were expressed from residents that the proposal would result in congestion, increased pressure on poor existing public transport in the area; increased pressure on local off street car parking spaces. The Local Highways Authority has advised that the proposal would have an acceptable impact on the surrounding road network and should not have a detrimental impact on highway safety. These matters were fully addressed under the main full [planning application (ref no: 20/4031/FUL).

Concerns were expressed regarding the proposed design and scale of development proposed under planning ref 20/4031/FUL. These matters are not directly applicable to this subject application.

Residents expressed concern that the proposed enabling works, which includes the clearance of shrubs and some trees would have an unable impact to the ecology and biodiversity of the area. LBB Arboricultural Consultant has reviewed the application, and notes that the recently approved planning application for 137 units (subject to the completion of a legal agreement) is an improvement on the previous planning permission in 2015 for 112 units in terms of protecting the designated Tree Preservation Orders. A condition has been attached to this consent which requires that the details provided within the submitted Arboricultural Statement (December 2020); the Tree Constraints Plan and the Tree Protection Plan must be fully implemented. Moreover, planning application ref no 20/4031) requires the applicant to submit further details on any tree works to ensure that the health and amenity value of the respective trees are not compromised.

With reference to concerns relating to noise disturbance, the applicant has submitted a Construction Management Plan which was reviewed by both the Councils LBB Environment Health Team and the Councils LBB Highways Teams. Given the temporary nature of the proposed clearance and other preparation works, Officers do not consider that the proposal would result in undue noise disturbance or compromise the air quality for existing local residents

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.

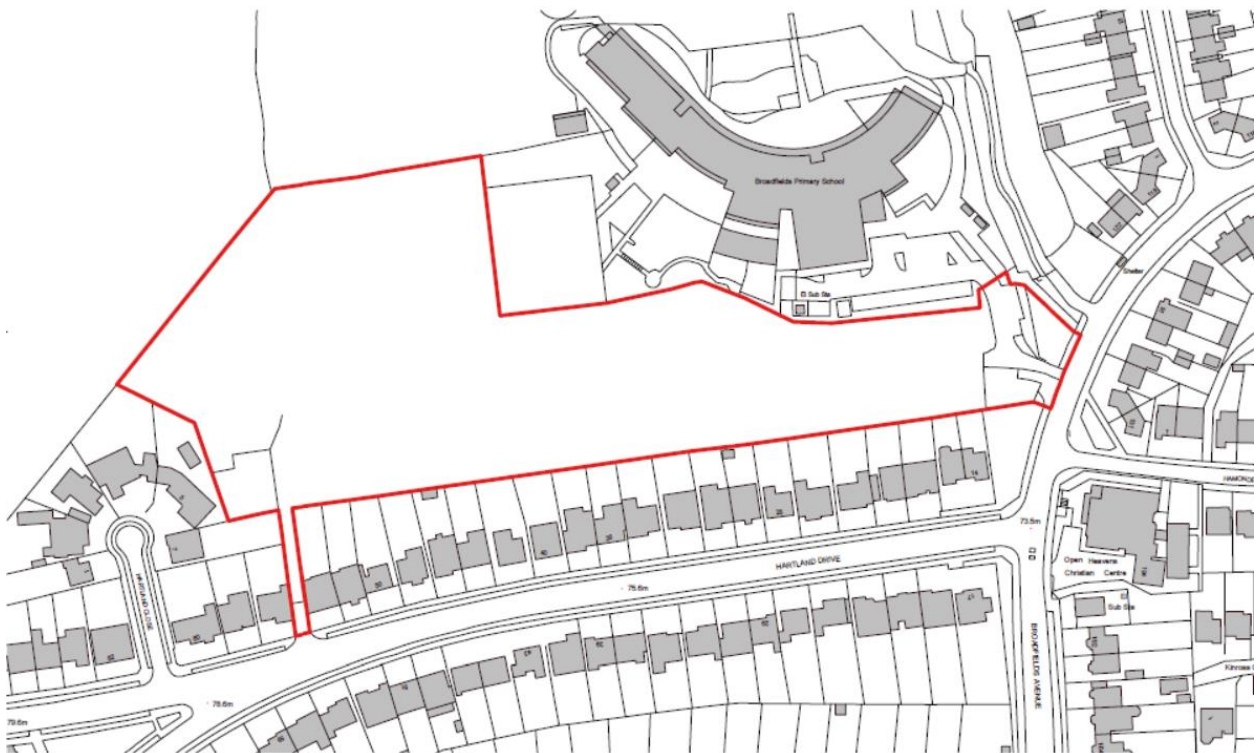
7. Conclusion

Having taken all material considerations into account, it is considered proposed enabling works and preparation works are acceptable and consistent with what details provided in the application for the redevelopment of the site for residential accommodation. The enabling works include the clearance of the site, preparation works; site surveys to include ground investigation and any remediation/removal of contaminated material as necessary. The site would be cleared of existing low- quality vegetation (not including TPO trees) and existing material from the demolition of the former school to ensure the land is in a suitable condition for future redevelopment.

This application does not involve the gain, loss or change of use of any built floorspace, and the existing site access would be retained. The proposal would not have an unduly detrimental impact on the amenities of neighbouring occupiers. The highways impact is found to be acceptable. As such, the proposal is considered to accord with the requirements of the Development Plan and is therefore recommended for conditional approval.

SITE LOCATION PLAN: Land Between Broadfields Primary School And Hartland Drive Edgware HA8 8JP

REFERENCE: 20/2007/FUL



Location **Land Between Broadfields Primary School And Hartland Drive
Edgware HA8 8JP**

Reference: **20/4031/FUL** Received: 1st September 2020
Accepted: 1st September 2020

Ward: Edgware Expiry 1st December 2020

Applicant: Rachel Mottram

Proposal: Redevelopment of the site to provide 137 residential units (Use Class C3) comprising 51 houses and 86 apartments ranging from 2-5 storeys, 158 car parking spaces, cycle parking, landscaping, access improvements and other associated development. Extension of the Edgware Eruv to include the site and installation of poles and wire gateway.

OFFICER'S RECOMMENDATION

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. 35% Affordable Housing by habitable rooms (28 affordable rent Units and 23 Shared Ownership Units)
4. Payment of £174,760 to support local economic development initiatives including but not limited to Employment and Skills training and Business Support, with London Borough of Barnet.
5. Payment of £298,228 towards Carbon Offset fund in order to satisfy the 100% requirement (Proposal meets a 35% carbon reduction on the site).

6. Travel Plan. Payment of £15,000 towards Travel Plan monitoring- this contribution would be required to include the provision of funding for a Travel Plan Incentive fund. The fund would be used to offer to the first households of each unit the choice of 2 of the 3 following travel incentives to the value of £300:
 - Transport for London voucher with £150 credit
 - Cycle shop voucher to the values of £150
 - Car club credit/membership to the value of £150

Non- financial obligations

7. 10% Local Labour in construction
8. Reasonable endeavours to procure 2 local suppliers to support Site commercial needs
9. Car Club - A minimum of 2 car club spaces must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated.
10. Section 106 Monitoring contribution – TBA
11. All financial contributions listed above to be subject to indexation.

RECOMMENDATION 2:

That subject to Recommendation 1, the Committee grants delegated authority to the Service Director Planning & Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

Conditions:

- 1 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.

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

- o 3266-D1000-rev04 Location Plan
- o 3266-D1100-rev02 Existing Site Plan
- o 3266-D5100-Rev03 Ground Floor Plan
- o 3266-D5101-Rev00 First Floor Plan
- o 3266-D5102-Rev00 Second Floor Plan
- o 3266-D5103-Rev00 Third Floor Plan
- o 3266-D5104-Rev00 Fourth Floor Plan
- o 3266-D5110-Rev04 Roof Plan
- o 3266-D5120-Rev03 GA Plans
- o 3266-D5150-Rev03 Ground Floor Plan (Tenure Blind)
- o 3266-D5151-Rev00 First Floor Plan (Tenure Blind)
- o 3266-D5152-Rev00 Second Floor Plan (Tenure Blind)
- o 3266-D5153-Rev00 Third Floor Plan (Tenure Blind)
- o 3266-D5154-Rev00 Fourth Floor Plan (Tenure Blind)
- o 3266-D5160-Rev04 Roof Plan (Tenure Blind)
- o 3266-D5195-rev01 Eruv Plan
- o 3266-D5200-rev00 Core A Ground Floor Plan
- o 3266-D5201-rev00 Core A First Floor Plan
- o 3266-D5202-rev00 Core A Second Floor Plan
- o 3266-D5205-rev00 Core A Roof Plan
- o 3266-D5210-rev00 Core B & C Ground Floor Plan
- o 3266-D5211-rev00 Core B & C First Floor Plan
- o 3266-D5212-rev00 Core B & C Second Floor Plan
- o 3266-D5213-rev00 Core B & C Third Floor Plan
- o 3266-D5214-rev00 Core B & C Fourth Floor Plan
- o 3266-D5215-rev00 Core B & C Roof Plan
- o 3266-D5220-rev00 Core D Ground Floor Plan
- o 3266-D5221-rev00 Core D First Floor Plan
- o 3266-D5222-rev00 Core D Second Floor Plan
- o 3266-D5223-rev00 Core D Third Floor Plan
- o 3266-D5225-rev00 Core D Roof Plan
- o 3266-D5230-rev00 House Plans Sheet 1 Ground Floor
- o 3266-D5231-rev00 House Plans Sheet 1 First Floor
- o 3266-D5240-rev00 House Plans Sheet 2 Ground Floor
- o 3266-D5241-rev00 House Plans Sheet 2 First Floor
- o 3266-D5250-rev00 House Plans Sheet 3 Ground Floor
- o 3266-D5251-rev00 House Plans Sheet 3 First Floor
- o 3266-D5260-rev00 House Plans Sheet 4 Ground Floor
- o 3266-D5261-rev00 House Plans Sheet 4 First Floor
- o 3266-D5270-rev00 House Plans Sheet 5 Ground Floor
- o 3266-D5271-rev00 House Plans Sheet 5 First Floor
- o 3266-D5500-rev00 Site Sections AA & BB

- o 3266-D5501-rev00 Site Sections CC & DD
- o 3266-D5502-rev00 Site Sections EE & FF
- o 3266-D5700-rev00 Site Elevations AA & BB
- o 3266-D5701-rev00 Site Elevations CC & DD
- o 3266-D5750-rev00 Core A Elevations
- o 3266-D5751-rev00 Core B, C & D Elevations AA & BB
- o 3266-D5752-rev00 Core B, C & D Elevations CC, DD & EE
- o 3266-D5753-rev00 Core B, C & D Elevations FF & GG
- o 3266-D5754-rev00 Core B, C & D Elevations HH
- o 3266-D5760-rev00 House Terrace 01 Elevations
- o 3266- D5761-rev00 House Terrace 02 Elevations
- o 3266- D5762-rev00 House Terrace 03 Elevations
- o 3266- D5763-rev00 House Terrace 04 Elevations
- o 3266- D5764-rev00 House Terrace 05 Elevations
- o 3266- D5765-rev00 House Terrace 06 Elevations
- o 3266- D5766-rev00 House Terrace 07 Elevations
- o 3266- D5767-rev00 House Terrace 08 Elevations
- o 3266- D5768-rev00 House Terrace 09 Elevations
- o 3266- D5769-rev00 House Terrace 10 Elevations
- o 3266- D5770-rev00 House Terrace 11 Elevations
- o 3266- D5771-rev00 House Terrace 12 Elevations
- o 3266- D5772-rev00 House Terrace 13 Elevations
- o 3266- D5773-rev00 House Terrace 14 Elevations
- o 3266- D5774-rev00 House Terrace 15 Elevations
- o 3266-D5800-rev00 Elevation Detail 01
- o 3266-D5801-rev00 Elevation Detail 02
- o 3266-D5802-rev00 Elevation Detail 03
- o 3266-D5803-rev00 Elevation Detail 04
- o 3266-D5804-rev00 Elevation Detail 05
- o 3266-D5805-rev00 Elevation Detail 06
- o 3266-D5806-rev00 Elevation Detail 07
- o 3266-D5807-rev00 Elevation Detail 08
- o 3266-D5808-rev00 Elevation Detail 09
- o 3266-D5809-rev00 Elevation Detail 10
- o 3266-D5810-rev00 Elevation Detail 11
- o 3266-D5811-rev00 Elevation Detail 12
- o 3266-D5812-rev00 Elevation Detail 13
- o 3266-D5813-rev00 Elevation Detail 14

Landscape

- o ExA_2025_P03_001_Rev C Landscape GA Plan 1 of 4
- o ExA_2025_P03_002_Rev C Landscape GA Plan 2 of 4
- o ExA_2025_P03_003_Rev B Landscape GA Plan 3 of 4
- o ExA_2025_P03_004_Rev B Landscape GA Plan 4 of 4

Documents

- o Design and Access Statement Addendum (prepared by Metropolis) dated November 2020
- o Planning Statement Rev B (prepared by Fairview New Homes Ltd)
- o Affordable Housing Statement (prepared by Fairview New Homes Ltd)
- o Statement of Community Involvement (prepared by Terrapin Group)
- o Ecological Appraisal (prepared by Aspect Ecology)
- o Tree Survey & Impact Assessment (prepared by Keen Consultants)
- o Tree Constraints Plan (prepared by Keen Consultants)
- o Tree Protection Plan (prepared by Keen Consultants)
- o Daylight / Sunlight Statement (prepared by eb7 Ltd)
- o Noise Assessment (prepared by Syntegra Consulting)
- o Transport Assessment (prepared by Vectos Transport Consultants)
- o Flood Risk Assessment (prepared by Stantec)
- o Drainage Strategy Report (prepared by Infrastructure Design Ltd)
- o Air Quality (prepared by Syntegra Consulting)
- o Geotechnical Report (prepared by CGL)
- o Sustainability and Energy Statement (prepared by Syntegra Consulting)
- o Utilities Assessment (prepared by Fairview New Homes Ltd)

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).

- 3 a) No development 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.

- 4 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard

surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

- 5 The details hereby approved within the Ecological Appraisal, prepared by Aspect Ecology dated August 2020 (Ref no: 1005839 EcoAp vf JC/CL dated August 2020) including site clearance mitigation measures and biodiversity enhancement measures shall be implemented and maintained in perpetuity.

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

- 6 a) No site works (including any temporary enabling works, site clearance and demolition or any investigative works referred in any other conditions, or development) shall be commenced until an ecological survey has been undertaken which details any mitigation strategy that may be necessary and has been submitted to and approved in writing by the Local Planning Authority.

b) The site clearance and any mitigation measures shall be implemented in full in accordance with details approved under this condition.

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

- 7 The approved measures as set out in the Air Quality Assessment by Syntegra dated August 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 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.

- 8 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby approved shall not be first occupied or brought into use until details of all acoustic walls, fencing and other acoustic barriers to be erected on the site, close to adjacent school, have been submitted to the Local Planning Authority and approved in writing.
- b) The details approved by this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

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

- 9 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 2015.

- 10 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2015.

11 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 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.

12 Part 1

The "Geotechnical and Geoenvironmental Interpretative Report and Remediation Strategy, prepared by CGL consultants (dated August 2020) shall be implemented in accordance with the details hereby approved.

Part 2

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.

13

- a) Prior to first occupation of a residential unit onsite, a, development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied.
- b) No occupation of the development shall take place other than in accordance with the agreed development and infrastructure phasing plan."
- c) The details approved within the development and infrastructure phasing plan shall be implemented in accordance with the details hereby approved.

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

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

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

- 15 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).

- 16 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.

- 17 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 35 % in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 18 Notwithstanding the parking site layout plan submitted with the planning application, prior to commencement of the development; 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 159 off-street parking spaces including 14 disabled parking bays 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 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.

- 19 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, 232 (long stay) and 4 (short stay) cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 20 Before the permitted development is occupied, details of servicing management plan including refuse storage and collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved refuse storage and collection arrangements.

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

- 21 Before the permitted development is occupied, details of parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved parking management plan

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.

- 22 No site works including demolition or construction work shall commence until a 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 Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

1. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
2. site preparation and construction stages of the development;
3. 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;
4. 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;
5. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;

6. 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;
7. noise mitigation measures for all plant and processors;
8. details of contractor's compound and car parking arrangements;
9. Details of interim car parking management arrangements for the duration of construction;
10. Details of a community liaison contact for the duration of all works associated with the development.
11. 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.

- 23 Prior to commencement of the development full details of the electric vehicle charging points to be installed in the development shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the provision of a minimum of 32 active and 32 passive electric vehicle charging points. 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

- 24 Within 3 months of occupation, a full Framework 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. The key headlines of the travel plan are to be secured via a s106 agreement.

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.

- 25 Prior to commencement of the development, a plan of the proposed off-site highway works listed below shall be submitted to the Local and approved in writing by the Local Highway Authority. Details to be agreed/finalised as part of the S278 agreement.

Reason: To ensure that the works on the public highway are carried out to the satisfaction of the highway authority in the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012

- 26 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.

- 27 Prior to commencement of the development, a plan of the agreed areas to be stopped-up shall be submitted to and approved in writing by the Local Planning Authority. The applicant shall thereafter take the necessary steps to stop up the agreed areas

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.

- 28 Prior to commencement of the development, construction details of internal access roads which meet adoptable standards shall be submitted to and approved in writing by the Local Highway Authority.

Reason: This is to ensure that internal roads within the development have been constructed to adoptable standards and thus suitable for use by refuse vehicles. This is to indemnify the Council against claims for consequential damage caused

to private roads arising from and/or in connection with the collection of waste by the Council from the premises.

- 29 Prior to the occupation of the first residential unit onsite, the applicant shall be awarded Secure by Design accreditation, in consultation with the Metropolitan Police.

Reason: To ensure that the development is safe and secure for future occupiers in accordance with policies 7.3 of the London Plan (2016); CS5 of the Core Strategy (2012) and DM02 of the Development Management Document (2012).

- 30 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.

- 31 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).

- 32 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.

- 33 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.

- 34 a) Prior to the occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

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

35 a) Before the development hereby permitted is first occupied, details of the subdivision of the amenity area(s) shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented 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) and the Sustainable Design and Construction SPD (adopted April 2013).

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

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

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

37 a) Before the development hereby permitted is first occupied, details of any privacy screens 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).

- 38 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).

- 39 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future). 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.

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. Your planning application has been assessed at this time as liable for a 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 a 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.

- 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 Applicants and agents are advised that this development should be designed to achieve an average water consumption target of 105 litres per head per day.
- 6 The applicant is advised that the provisions of The Party Wall etc. Act 1996 may be applicable to this scheme. This relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. Further information can be found at <https://www.gov.uk/party-wall-etc-act-1996-guidance>.
- 7 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts:
a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;

- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (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 Damage to Gullies and Sewers

Informative: If a concrete pump lorry is operated from the public highway, 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.

Informative: The developer is informed that hoarding, scaffolding, crane and skips on or abutting the public highway require a licence. To make an application for these licenses please contact the council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email highwayscorrespondence@barnet.gov.uk.

- 10 The applicant is advised that it is their responsibility to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where you propose to discharge to a public sewer, prior approval from Thames Water Developer Services will be required, and they can be contacted on 0800 009 3921. The above is in order to ensure that the surface water discharge from the site is not detrimental to the existing sewerage system.
- 11 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."
- 12 Various trees, shrubs and hedging are protected as they are shown to be retained or planted as part of the landscaping condition of the planning permission granted for the development of the site. This landscaping condition specifies that any trees or shrubs removed, dying, becoming severely damaged or becoming diseased within five years of the completion of the development are to be replaced with trees or plants of appropriate size and species.

OFFICER'S ASSESSMENT

1. Site Description

The application site is a vacant plot of land, approximately 1.7ha in area, located to the north of Hartland Drive, to the south of Broadfields Primary School and to the west of Bushfield Crescent. The southern part of the site was previously grass fields used in conjunction with the school with the two school buildings on the northern part of the site. The north-eastern building was accessed via Bushfield Crescent and the western building accessed via Hartland Drive.

The site subject is accessed via Bushfield Crescent. The surrounding development, other than the school, is suburban residential development with two storey detached and semi-detached dwellings to the south and east, and two and three storey semi-detached and terraced dwellings to the north east. To the north and west of the site is Metropolitan Green Belt land, currently open fields with Edgwarebury Cemetery beyond. The site slopes up from east to west, with the northern portion set almost two metres higher than the remainder.

The site has a public transport accessibility level (PTAL) rating of 2 (low). This is on a scale of 1 to 6 where, 1 represents poor accessibility to public transport and 6 represents excellent access to public transport. One bus route (288) can be accessed from stops on Bushfield Crescent within 3-4 minutes walking distance of the site. The site is not in a CPZ but there are yellow lines around junction corners in the area.

The site is not in a Conservation Area and there is no listed building on or immediately adjacent to the site.

2. Site History

Planning ref: 15/03137/FUL

Description of development: Redevelopment of the site to provide 112 residential units (Use Class C3) comprising 52 houses (2-3 storeys) and an apartment block (3-4 storeys) of 60 flats. New vehicular access incorporating a mini-roundabout, and associated facilities including 137 car parking spaces (surface level and basement), cycle parking, refuse/recycling stores, landscaping, substation and external amenity space. Alterations to parking layout within Broadfields School

Decision: Approved subject to conditions and legal agreement

Decision date: April 2016

Planning Ref: 14/08088/FUL

Description: In connection with the Eruv in Edgware, the construction of 2 poles with wire gateway at the junction of Roseberry Drive and Bushfield Crescent, Edgware."

Decision: Approved subject to conditions

Decision date: February 2015

Planning Ref: H/04494/08

Description: Demolition of existing junior school and erection of part single, part two storey replacement two form entry primary school, including playgrounds, access road, parking and multi-use games area.

Decision: Approved subject to conditions

Decision date: 2009

3. Proposal

The proposal seeks full planning permission for the redevelopment of the site to provide 137 residential units (Use Class C3) comprising 51 houses and 86 apartments ranging from 2-5 storeys in height, 158 car parking spaces, cycle parking, landscaping, access improvements and other associated development. Extension of the Edgware Eruv to include the site and installation of gateway.

The proposal would provide a mix of flat types including 42 no. 1 bed, 40 no. 2 bed and 4 no. 3 bed family units, in addition to a mix of 19 no. 2 bed, 28 no. 3 bed and 4 no. 4 bed houses. Of the 137 homes, 35% will be affordable housing calculated by habitable room. This equates to a total of 51 units, comprising 28 Affordable Rented units and 23 Shared Ownership units.

The main access to the development is from Broadfields Crescent onto The Street. Linear rows of 2-storey terraced houses with small front gardens front onto the northern and southern sides of the new access road, with rear gardens backing onto the School to the north and existing back gardens to the south. Halfway along The Street there are two areas of green open space on either side of the road, providing communal space amongst mature Oak Trees.

The scheme provides a total of 1,441 sqm of communal amenity space on site as well as 3,632 sqm of private amenity space in the form of terraces, balconies and gardens. The communal amenity space is provided in the central open space located in The Green and the two pocket parks along The Street. The scheme includes 621 sqm of onsite play space for children aged under 5 and 5-11-year olds.

The scheme includes provision of 158 car parking spaces and 151 cycle spaces for the flats. The houses will have individual cycle storage within the curtilage of the property.

4. Public Consultation

147 Consultation letters were sent to neighbouring properties on 26.09.2020. A site notice was also published onsite on 24.09.2020 and published in the local press (Barnet Times) on 17.09.2020.

67no. letters of objections were received, including a detailed representation received on behalf of Broadfields Residents' Association.

The objections received can be summarised as follows:

- The Local Highway, including Broadfields Avenue and Glengall Road are heavily congested due to the absence of parking restrictions;
- Proposal would overpopulate the area and exhaust local amenities (schools and busses);
- Proposal would increase traffic congestion;
- Proposed two storey dwellings would result in overlooking to existing neighbouring properties on Hartland Drive;
- Proposed residential block would result in overlooking of the adjacent school playground and could compromise the privacy and safety of the children;
- The proposed heights of the apartment blocks at 4-5 storeys would be out of keeping in the area and would create a precedent for tall apartment blocks throughout the Broadfields Estate;
- Proposed could affected drainage and caused flooding in neighbouring properties.
- The access point should be uncluttered and should include a drop-off/pick-up point for the school, the area would become too congested at drop off and pick up times during school term.
- Proposal would impact on the health and safety of children during construction works.
- Concerns regarding safeguarding at the school from overlooking.
- Congestion already results from school drop-off and pick-up traffic.
- Development adjacent to the Green Belt should not have a detrimental impact on the visual amenity and should respect the character of its surroundings. Proposal is out of character with the surroundings.
- Proposal would place additional pressures on existing social infrastructure.
- The density of the proposed development is unacceptable. It would be 22% greater than the number of residential units (112 units) which was approved onsite in 2016.
- Overdevelopment of the site
- Lack of public engagement with the local community prior to the submission of the full planning application.
- The access point is not adequate to handle peak flows. It will be inconvenient and congested for residents and unsafe for children. A drop-off/pick-up point should be included.
- Privacy for existing properties should be considered more seriously.
- Increased Air pollution
- Increased Noise pollution

2nd public consultation on amendments

Following the original consultation exercise, amended documents and plans were issued to the Local Planning Authority on the 4th November, and a new period of public consultation was opened on 5th November 2020. During the assessment of the application and following further consideration of comments from both statutory consultees and local residents, the applicant removed the pedestrian path originally proposed between Hartland Drive and the site. The applicant issued amended drawings

and any documents which needed to be updated following the removal of the pedestrian footpath.

The Local Planning Authority notified and sent Consultation letters to the same 147 people on 5 November to neighbouring properties as per the original consultation and were given 14 days to submit representations to the Local Planning Authority.

37 no. letters of objections were received, including a further representation made on behalf of Broadfields Residents' Association.

The new concerns and objections raised objections which were not previously made as part of the original public consultation process) can be summarised as follows:

- Groundworks have already started, without planning consent;
- The previous residential development approved in 2016 for 112 residential units (mix of dwelling and flats) did not include a gated development. The proposed gated development would only exacerbate parking problems in the surrounding streets (visitors to the development) which already suffer from all day school parking;
- Put further pressure on no 288 bus, when is already full to capacity with children during school term;
- Limited weight should be attributed to the emerging London Plan policies;
- A private gated estate would be out of keeping with the public highways that serve the Edgware ward. Blocks of flats rising to 4/5 storeys will be out of character in a location where the dominant buildings are public buildings namely schools and places of worship;
- The assumptions and predictions within the Transport Assessment, including the number of cars from the development which would likely be on a highway at any given time) appear unrealistic and underestimate the adverse impact it would have on the highway;
- The proposed roundabout would require cars arriving at the school, via Hartland Drive, to drive through all 4 junctions;
- A draft Unilateral Undertaking or draft Section 106 Agreement is not publicly made available to view on the Council website. As such, residents are uncertain as to whether the proposed affordable housing or the requirement for Travel Plan monitoring plan would be secured in a legal agreement.
- The previous development approved in 2016 had a maximum height of 4 storeys and had an acceptable impact on the adjacent Greenbelt. The subject proposal has a maximum height of 5 storeys which would have an unacceptable impact on the Greenbelt.
- The proposal does not provide sufficient information to demonstrate that proposed biodiversity measures proposed would be implemented in perpetuity.
- The applicant's public consultation document submitted with the planning application is misleading and suggests that many local residents had a positive to neutral response to the scale of development proposed onsite, which is not the case.

- The submitted Drainage Strategy lacks a comprehensive assessment. The Local Water Authority would be obliged to undertake offsite reinforcement to ensure that post development discharges can be accommodated within the sewer system.
- The proposal removal of the pedestrian /cycle access to Hartland Drive from the original plans would mean more movements would occur at the junction of the new road/school access, the junction with Bushfield Crescent and the junctions at Hartland Drive and Hamonde Close with Broadfields Avenue.
- The Transport Assessment made on behalf of the applicant does not take account of the proposed development which was submitted to the Local Planning Authority in August 2020 for 47 new residential units at Bushfield Crescent (Council ref no: 20/3742/FUL). The cumulative impact of that application and this subject application should be assessed together to determine the impact on the local highway.
- Whilst the revised drawings show the closure of the original footpath/cycleway proposed between 54 and 56 Hartland Drive which was a ground of contention with residents in the original drawings. The revised plan indicates a "removable fence". Consequently, whilst this point of access is to remain closed at the outset it may be opened by removing the fence as allowed for the revised plans. This access should either be deleted from the submitted plans or kept in the plans.

Supporting Comments received:

The removed from the plans the public footpath which was to be situated in Hartland Drive is welcomed.

Officer Comment:

Officers note that the above is a summary of the representatives received by local residents, including two presentations on behalf of Brownfield Residents Association.

All matters raised within the representations have been fully considered during the planning assessment prior to reaching the Officers recommendation set out within this report. All representation received where uploaded by the Local Planning Authority upon receipt and made publicly available to view on the Councils website.

Internal consultees

Traffic and Development

LLB Highways department have reviewed the proposal and do not object to the proposal subject to the following conditions.

Conditions:

- 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;

- Details of cycle parking including the type of stands, gaps between stands, location and type of cycle store
- Details of servicing management plan including refuse storage and collection arrangements
- A Construction Management and Logistics Plan
- Details of the electric vehicle charging points to be installed in the development
- Travel Plan
- Off site plan of the proposed off-site highway works -details to be agreed/finalised as part of the S278 agreement
- A "before" and "after" condition survey of the agreed route to be utilised by all construction traffic
- A plan of the agreed areas to be stopped-up shall be submitted to and approved in writing by the Local Planning Authority
- A construction details of internal access roads which meet adoptable standards; or, prior to occupation of the development, a waiver of liability and indemnity agreement must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against claims for consequential damage caused to private roads arising from and/or in connection with the collection of waste by the Council from the premises

(Officers comment: The above would be secured by way of conditions).

Section 106 obligations

Travel Plan monitoring

An approved strategic level Residential Travel Plan and a £15,000 Travel Plan Monitoring Contribution will be required to be secured via Section 106 agreement to include the provision of funding for a Travel Plan Incentive fund. The fund will be used to offer to the first households of each unit the choice of 2 of the 3 following travel incentives to the value of £300:

- Transport for London Vouchers with £150 credit
- Cycle shop voucher to the values of £150
- Car club credit/membership to the value of £150

At least 2 car club spaces must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated

Prior to the occupation of the development the owner/developer shall appoint a Travel Plan Coordinator and notify LBB in writing of the name, address, telephone number and email address of the person appointed. Details of any future Travel Plan Co-Ordinator to be provided to LBB by email within 5 working days

The above would be secured a the S106 Agreement

Highway improvement works

The applicant shall enter into a s278/38 agreement with the council to be for the following off-site highway works:

- i) relocation of the existing pelican crossing to the south of Woodbery Drive
- ii) introduction of an informal crossing point on Roseberry Drive
- iii) widening of the junction of Roseberry Drive and introduction of new footways (both sides) of the road
- iv) review and introduction of yellow lines in the
- iv) provision/upgrade of tactile paving and dropped kerbs in the vicinity of the site

The above off-site highway works shall be included in the S106 agreement

Housing Development and Affordable Housing

The overall dwelling mixes across all tenures and the provision for 35% affordable housing on site is supported.

Estates Business Support or Property Services

Supportive of residential development coming forward for this site.

Employment Team

In accordance with the Councils Supplementary Planning Document (SPD) on Delivering skills, Enterprise and Training (SEET), the following planning obligation are required to be secured in a Section 106 Agreement.

- Prior to commencement to pay £174,760 to be applied by the Council to support local economic development initiatives including but not limited to Employment and Skills training and Business Support, in the administrative area of the borough of Barnet
- 10% Local Labour in construction
- Reasonable endeavours to procure 2 local suppliers to support Site commercial need

Environmental Health

LBB Environment Health team have assessed the proposal and raise no objections subject to securing the following conditions:

- Acoustic fencing to be constructed close to the school;
- Restrict noise from plant if used
- Impact of noise from ventilation and extraction plant on development
- Impact of noise on development

- Construction Method Statement

(Officer comment: The above would be secured by way of conditions).

Arboricultural Officer

Insufficient information has been submitted with the planning application to make a comprehensive assessment the impacts the proposed development would have on some of the Trees which are designated with Tree Preservation Orders. The applicant has not provided details of services and therefore it is not clear whether the services would be installed through the Root Protection Areas of two of the TPO's oak trees (marked T19 and T22) on the drawings. Outline details of all services must be submitted to support this application.

Greater detail is required in relation to the access road as it passes between T19 and T22 a scaled section plan is required to gain better understanding of how the road would relate to the trees.

As such, the following conditions are required.

- Details of level changes onsite, prior to the commencement of works onsite;
- Details of excavation for services prior to the commencement of works onsite;
- Hard and soft landscaping (including the planting of semi mature trees onsite);
- Tree protection and method statement including on-site schedule of monitoring, prior to commencement of works onsite to prevent harm to trees;
- Details of green roofs;
- Details of hard and soft landscaping;
- Landscape Management Plan to ensure that the landscaping details are fully maintained in perpetuity

(Officers comment: The above details are secured by way of condition as set out at the beginning of this report)

Lead Local Flood Authority- Flood/Sustainable Urban Drainage Systems

The application is accompanied by a Drainage Strategy Report. This has been assessed by the Council's appointed drainage specialists whom have advised that insufficient information has been submitted to provide a comprehensive assessment of the strategy. The report contains some inconsistencies and discrepancies and various assessments relating to (but not limited to) rainfall, drainage system; attenuation storage volumes ; details of overload flood flow routes have not adequately been submitted to the Local Planning Authority for consideration.

As such, prior to the commencement of works onsite, the applicant would be required to submit a revised Drainage Strategy, detailing all drainage works to be carried out in

respect of the development and all Sustainable Urban Drainage System features to be included in the scheme.

Furthermore, the drainage works and Sustainable Urban Drainage Systems (to be approved in the future) must be implemented in their entirety before the first residential unit can be occupied onsite. This would be secured by way of condition, to ensure that the development provides appropriate drainage infrastructure onsite.

Ecology/Biodiversity

LBB Biodiversity Officer stated that "the applicant has submitted a detailed and comprehensive Biodiversity assessment and leaves no residual considerations in regard to impacts related to Biodiversity". The mitigation measures and biodiversity enhancement measures as set out in the report must be secured by way of condition, to ensure these works are implemented. This includes a site-specific construction method statement to safeguard ecological features and associated fauna identified.

(Officers comment: The above has been secured by way of condition)

Children's Services

No comments received

Green Spaces

No comments received

Waste and Recycling

No comments received

Street Lighting

No comments received

External Consultees

Metropolitan Police - Secure by Design

The Metropolitan Police have confirmed they raise no objections, subject to a condition which requires the applicant to achieve Secure by Design accreditation.

Thames Water

Insufficient information has been submitted to full demonstrate the proposal provides appropriate infrastructure to minimise the risk of flooding. A condition should be attached to a planning consent which requires the follow.

- a) Prior to first occupation of a residential unit onsite, a, development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied.
- b) No occupation of the development shall take place other than in accordance with the agreed development and infrastructure phasing plan."
- c) The details approved within the development and infrastructure phasing plan shall be implemented in accordance with the details hereby approved.

(Officers comment: The above details are secured by way of condition to ensure that the development provides appropriate infrastructure to minimise the risk of flooding).

Greater London Authority

No comments received. An application is referable to the Mayor if it meets the criteria set out in the Mayor of London Order (2008). The criteria include:

- Developments of 150 residential units or more
- Development over 30 metres in height (outside the City of London)
- Development on Green Belt or Metropolitan Land.

The subject application does not meet any of the above criteria to be referable to the GLA. The LPA consulted the GLA as the site lies adjacent to a Green Belt are a courtesy and [precautionary measure. Notwithstanding, the GLA had no comments to make on this application.

Transport for London

No comments received

London Wildlife

No comments received

National Grid Planning

No comments received

Affinity Water Limited

No comments received

London Fire Brigade

No comments received

UK Power Network

No comments received

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 relevant planning policies within the adopted London Plan (2016) are as follows:

- 2.2 London and the wider metropolitan Area
- 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 recreational space
- 3.7 Large residential developments
- 3.8 Housing choice

- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed-use schemes
- 3.13 Affordable housing thresholds
- 3.14 Existing housing
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.4 Retrofitting
- 5.5 Decentralised energy in development proposals
- 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
- 5.11 Green roofs and developments
- 5.12 Flood Risk Assessments
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing effects of development on transport capacity
- Enhancing London's transport Connectivity
- 6.9 Cycling
- 6.10 walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Design out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.13 Safety, security and resilience to emergency
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.16 Green Belt
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands
- 8.2 Planning obligations
- 8.3 Community Infrastructure Levy

Draft London Plan

The Draft London Plan (DLP) published in 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 subsequently declared in December 2019 it's "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 Secretary of State wrote to the Mayor on the 13th March advising that the London Plan cannot be adopted in its current form without further changes being made as outlined in the Secretary of State's letter.

Due to the advanced nature of the DLP increasing weight should be attached to those policies which the Inspector's report considered sound and those policies which the Secretary of State did not raise objections to. Nevertheless, the London Plan 2016 remains the statutory development 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 accounts needs to be taken of emerging policies.

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 (Compliance with the NPPF),
CS1 (Barnet's place shaping strategy),
CS4 (Providing quality homes and housing choice in Barnet),
CS5 (Protecting and enhancing Barnet's character to create high quality places),
CS7 (Enhancing and protecting Barnet's open space)
CS9 (Providing safe, effective and efficient travel),
CS13 (Ensuring the efficient use of natural resources),
CS14 (Dealing with our waste).

- Relevant Development Management Policies:

DM01 (Protecting Barnet's character and amenity),
DM02 (Development standards),

DM03 (Accessibility and inclusive design),
DM04 (Environmental considerations for development),
DM06 (Barnet's heritage and conservation),
DM08 (Ensuring a variety of sizes of new homes to meet housing need),
DM10 (Affordable housing contributions),
DM15 (Green Belt), DM16 (Biodiversity),
DM17 (Travel impact and parking standards)

Supplementary Planning Documents

- 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.
- Residential Design Guidance SPD (adopted October 2016).
- Affordable Housing SPD (February 2017)
- SPD Delivering Skills, Employment, Enterprise and Training (SEET) (Adopted Oct 2014)
- Planning Obligations SPD (adopted April 2013)
- Delivering Skills adopted October 2014
- Barnet Open Space Strategy 2016-2026
- Green Infrastructure (October 2017)

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
- The proposed design and its impact on the character and appearance of the streetscene and wider locality, including its impact on the adjacent Green Belt
- Housing delivery, including density, dwelling mix and affordable Housing
- Amenity of Future Occupiers (including Accessibility)
- 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

The site is located in an otherwise residential area. The site is not located within the Green Belt or Metropolitan Open Land, although it is adjacent to Green Belt land to the north

The site is included in the LBB Brownfield Land Register and the London Brownfield Register. The principle of residential development has already been established in the previous planning consent onsite for 112 residential units comprising 52 houses and 60 flats onsite (Ref no: 15/0137/FUL).

On this basis, the principle of residential development resident onsite is welcomed.

Residential Density

London Plan policy 3.4 seeks to optimise the housing output of sites. This considers local context and character, the design principles outlined within chapter 7 of the London Plan (2016) and public transport capacity. Table 3.2 of the London Plan (2016) sets out a density matrix which serves as guidance for appropriate densities in different locations and with varying levels of accessibility.

It should be noted that the Draft London Plan, takes a less prescriptive approach with Policy D6 stating inter alia, that the density of a development should result from a design-led approach to determine the capacity of the site. This again should consider site context, its connectivity and accessibility by walking and cycling, 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.

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 scheme has a density of 76 units/ha or 303 hr/ha, and therefore is over the maximum range. Notwithstanding, Chapter 11 of the NPPF (Revised 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. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

This strategic objective to optimise redevelopment opportunities within sustainable locations is reinforced within both the existing and draft London Plan. Indeed, Policy 3.4

of the London Plan (2016) advocates a more flexible approach to density and should not be applied mechanistically, stating: A rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. It is not appropriate to apply Table 3.2 (Density Matrix) mechanistically. Its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential - local context, design and transport capacity are particularly important, as well as social infrastructure.

The numerical application of the density matrix needs also to be balanced against design and the quality of residential environment created. The application site has been subject to a design-led approach to optimise the potential of the site. In this instance it is not considered to result in any overdevelopment symptoms. Officers consider that the density of the scheme is suitably expressed through development of a height and scale that is appropriate for the site; the delivery of 35% affordable housing; and a generous provision for larger family sized units (3 and 4 bedroom units) across the site.

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 significant contribution toward the housing target set in the London Plan (and due to be revised by the Draft New London Plan).

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 (houses and self-contained flats) proposes the following unit mix across the application site:

42 x 1 bed ; 59 x 2 Bed; 32 x 3 bed & 4x 4 bed

This would provide a percentage mix of 31% 1-bedroom units; 43 % of 2-bedroom units; 23% of 3- bedroom units and 3% of 4-bedroom units.

It is acknowledged that the scheme comprises a higher proportion of one and two-bedroom units. However, the proposed mix is considered to be an improvement on the mix which was considered approved under Planning Permission 15/03137/FUL. The extant permission provided 28 (25%) 3- and 4-bedroom family units, which the Council concluded complied with Local Policy DM08 and met the requirement of Policy CS4. The Proposed Development would exceed the previous permission in terms of family units and provide a total of 36 (26%) 3 bed and 4 bed units.

LBB Housing Team have reviewed the dwelling mix and confirm that the mix is acceptable across all tenures (affordable housing- affordable rent and shared ownership & private housing), as discussed further within the affordable housing section of this report.

Overall, the proposed provision for 36 larger family units (mix of 3- and 4-bedroom units) are welcome as they would assist in meeting a demand in the borough for family occupation. In recent years, 2 bed (4 person) units are increasingly considered to provide suitable accommodation for families and indeed, there is growing demand for this form of family accommodation, as evidenced with the Councils Strategic Housing Needs Assessment.

Additionally, as outlined in Paragraph 4.10.3 of the draft London Plan, many families do live in 2-bedroom units and this should be considered when assessing the needs that different sized units can meet. The higher proportion of 2- and 3-bedroom properties proposed by the scheme also meets the requirements of the emerging plan.

The proposed dwelling mix is supported by Officers and is policy compliant.

Affordable Housing

The NPPF encourages a significant boost in the supply of homes, stating that "it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay".

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. Further, the London Mayor's Supplementary Planning Guidance Document (20217) on "Homes for Londoners- Affordable Housing and Viability" stipulates that should a proposal provide 35% affordable housing upfront (as part of the original planning application submission⁰, there should not be a requirement for an applicant to submit a viability assessment, unless specifically requested by the Local Planning Officer. This SPG is the most up to date policy guidance on affordable housing delivery for London Boroughs to deliver.

The Barnet Core Strategy (2012) 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 proposal would provide 35% affordable housing measured by habitable room (37.2% by unit), a total of 51 affordable housing units, comprising 28 units for Affordable Rent and 23 units for Shared Ownership tenure.

The break down for the affordable housing units are as follows:

Affordable rent

Unit	Total habitable rooms
6 x 1B2p	Units 18 Habitable Rooms
2 x 1B2P	WC Units 6 Habitable Rooms
8 x 2B4p	Units 32 Habitable Rooms
1 x 2B4p	WC Units 4 Habitable Rooms
4 x 3B5p	Units 20 Habitable Rooms
7 x 3B5P	Houses 35 Habitable Rooms
28 Units	115 Habitable Rooms

Shared Ownership

Unit	Total habitable room
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14 x 1B2P Units	42 Habitable rooms
2 x B2P units	6 Habitable rooms
5 x 2B(3P) unit	20 habitable rooms
2 x 2B4P Houses	8 habitable rooms
Total- 23 units	76 Habitable Rooms

Total number of affordable housing units 51 units
Total number of habitable rooms 191 habitable rooms
51 units 191 Habitable Rooms
(37.2% of 137 units)) 35% of 546 habitable rooms

The Affordable Rented tenure includes 7 houses with 39% of the units having 3 bedrooms. 10% of the Affordable Rented units have been designed to be wheelchair adaptable.

Both the Council Housing and Affordable Housing teams have confirmed that supportive of the proposal, and in particular the dwelling mix proposed within the affordable housing tenure.

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 units have been designed to comply with the DCLG Technical Housing Standards, Nationally Described Space Standards and Building Regulations, and Emerging London and Local Plan Standards minimum room size standards.

Further, 72 % of the residential units are dual aspect which is supported and accords with London Plan standards.

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. Further, the London Plan policy 3.8 requires the remaining 90% to achieve Part M4(2) accessible and adaptable dwellings.

The proposed units would all exceed the minimum internal floor space requirements. The rooms would also exceed the minimum sizes. The applicant has confirmed the development would meet the requirements of M4(2) of the building regulations, whereby 90% of homes would be accessible and adaptable for wheelchair use, and 10% would meet part M4(3) and would be wheelchair user dwellings. Larger parking spaces would be directly accessible from all wheelchair units.

The proposal is policy compliant on accessible and inclusive design.

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 Sustainable Design and Construction SPD requires proposal for new flats to provide 5sqm of outdoor amenity space per habitable room. The SPD notes that options for outdoor amenity space for flats includes communal provision around buildings or on roofs or as balconies. The development generates a requirement of 1,535 sqm of outdoor amenity space for the flats. The proposal includes 620 sqm of amenity space in the form of balconies and terraces and 1,441 sqm of communal amenity space, resulting in an overall provision of 2,061 sqm which exceeds the policy requirement.

The SPD sets out that for houses, 40 sqm of space should be provided for up to four habitable rooms, 55sqm for houses up to five habitable rooms, 70sqm for housing up to six habitable rooms and 85sqm for houses up to seven or more habitable rooms. The scheme generates a requirement of 2,580 sqm of amenity space for the houses. This requirement is exceeded through provision of 3,012 sqm in the form of back gardens, and therefore is policy compliant.

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.

Based on the GLA play space calculator, the scheme generates a requirement for 349 sqm of play space for 0-4 year olds and 244 sqm for 5-11 year olds, resulting in an overall provision of 593 sqm.

The landscape scheme has been designed to offer two main play areas on site, at The Green and the parklet along The Street, both incorporating formal and informal equipment and features. The scheme includes 351sqm of play space for children aged 0-4 and 270 sqm for children aged 5-11 years old. This results in a total on site child play space provision of 621 sqm which exceeds the policy requirement. Edgwarebury Park is also located nearby.

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

Officers are satisfied that the unit would have acceptable levels of outlook; daylight; sunlight and privacy.

An internal Day Assessment has been carried out for the proposed apartments. The majority of units achieve high levels of daylight and sunlight levels in excess of the BRE target values for their specific room use. Only one single habitable living room falling marginally below the 1.5% living room target. Notwithstanding, other habitable rooms within this unit would achieve daylight and sunlight levels in accordance with BRE guidelines and would receive very good natural lighting to its private amenity area.

The overshadowing results to the proposed open amenity space show that good levels of sunlight in accordance with the BRE guidelines.

Noise Impacts on future residents

Local Development Management Policy Plan DM04, seeks to restrict developments which are likely to generate unacceptable noise levels close to noise sensitive uses or proposals to locate noise sensitive development in areas with existing high levels of noise will not normally be permitted.

The application is supported by a Noise Impact Assessment which details the results of a noise measurement survey that has been carried at the proposed development site, along with a detailed noise modelling exercise, and has considered the advice of local and national planning policy and best practice guidance.

Overall, it has been shown that, through careful consideration of the building envelope construction and amenity area boundary treatments, the proposed Development should avoid future residents being exposed to harmful levels of noise. It can therefore be concluded that adverse impacts on the health or quality of life of those future residents would be avoided, in line with the aims of the NPPF, NPSE and PPG-Noise.

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

In accordance with adopted policy DM04, an air quality assessment has been carried out and accompanied this planning application submission.

The Air Quality report concludes that the resulting air quality effect of the proposed development is acceptable, and the impacts are predicted to be negligible. LBB Environmental Health team has reviewed the submission as does not raise any formal objections to the proposal. Based on the assessment results, air quality is not considered a constraint to planning permission being granted for the development.

Prior to commencement of works onsite, the applicant would be required to submit a Construction Management Plan to and be approved by the Local Planning writing, and implemented, therefore. This would in part ensure that dust emissions from the site during the construction phase would have an unacceptable impact on air quality during this temporary period. This would be secured by way of condition.

The application includes a proposed landscaping scheme, and further details will be secured by condition to be submitted to and approved in writing prior to works commencing. This will ensure that the resultant site is landscaped appropriately with various species to ensure a satisfactory quality and appearance.

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.

The London Metropolitan Police have engaged with the applicant during the assessment process and suggested a number of changes which the applicant addressed and submitted amendments drawings accordingly. The Metropolitan Police have subsequently confirmed that they raise no formal objections to the proposal, subject to a condition which would require the development to achieve Secure by Design accreditation.

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.

Height and layout

The location of the two storey dwellings within the site are in keeping with the heights of the existing buildings on Hartland Drive (which are also 2 storeys). The previously approved scheme proposed three storey dwellings which shared a common boundary with the existing residents on Hartland Drive. As such, the proposed two storey dwellings are more in keeping with the existing local character than the approved scheme in 2016. Moreover, the proposed buildings are set sufficient distance from these nearest neighbouring buildings such that they would not appear overbearing or visually intrusive when viewed from the neighbouring residential properties.

The proposed four and five storeys elements of the proposal which accommodate self-contained flats, are concentrated some distance away from existing residents. The five-storey element of the proposal would not be harmful to the area or the adjacent Greenbelt as discussed further within this report.

Scale and Massing

With specific reference to bulk and massing, there is a gradual transition between the houses and apartments which step up to 3 and 4 storeys before rising up to the 5-storey element. The apartment buildings include setbacks and a range of materials which give the perception of a reduced mass.

The block of flats would be toward the rear (north-west) of the site and would not be clearly visible from Broadfields Avenue/Bushfield Crescent. As noted above, the surrounding development to the south is characterised by two storey semi-detached and detached houses, whilst the surrounding development to the north east is characterised by two and three storeys terraced and semi-detached houses, with flatted buildings also

present. The main form of the proposal is therefore commensurate with the form of the surrounding properties.

The park frontage would be 5 storeys in height with lower buildings (ranging between 1 - 4 storeys) stepping away from the green. The proposed massing alongside the park boundary creates a much-needed edge. The variation in heights across the development, is welcomed as it would greatly reduce any perceived concerns associated with bulk and massing.

Appearance/Façade treatments and materials

In terms of appearance, façade treatment, the proposed materials are complementing across plots and provide enough variation on site to relate to the architecture of buildings and landscape. The material palette is informed where possible from local analysis of materials used; and applied appropriately (particularly close to the Broadway where the development interfaces with the existing urban fabric). A range of materials is proposed here and the palette across the site is acceptable.

The development has the potential to incorporate varied material palettes in the different character areas. The presented palette of brick colours is welcome as it is perceived to stitch well with the materials used in the wider area. Different materials and fenestration techniques are utilised to achieve enough variation. Notwithstanding, full details of all external materials proposed onsite shall be submitted to and approved by the Local Planning Authority and implemented thereafter. This is secured by way of condition.

The design of the proposed development is contemporary when compared to its surroundings. However, it should be noted that the surrounding architecture reflects the era within which it was built, with 1950s housing at Broadfields Avenue and Hartland Drive, and more modern development from the 1970s around Meadfield. The proposed development would be different to its surroundings, but it is considered the more contemporary design would be appropriate given this would be a more modern development on a large site.

Impact on the adjacent Greenbelt

Policy 7.16 of the adopted London Plan (2016) stipulates that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Local Plan policy DM15 requires development to not have a detrimental impact on the visual amenity or sense of openness of the Green Belt.

At pre application stage, the Council Design Officers advised the applicant to undertake a detailed views assessment and agreed the locations both within and outside the Greenbelt and submit Computer Generated Images accordingly for Officers assessment. A visual analysis has been undertaken which evaluated the massing approach and considered views from the Green belt. Various options were considered with officers at the pre-application stage and the resultant scheme is strongly supported. The elevations

of the flats which front the Green Belt have evolved in discussions with officers and include setbacks to create an appropriate relationship.

Officers note that the applicant has thoroughly tested views into the site from the residential quarters. Overall views are not seen as detrimental. The existing green environment is considered so is the local topographic changes. Further, the development also would successfully deliver a suburban style street with clear views into the site from the pedestrian perspective. In terms of wayfinding, there are existing public transport nodes which lead people to the town centre; this proposal acts as another opportunity to reach the green without detracting from the experience.

One of the principal changes between the proposed and lapsed schemes is that the current proposal includes a section along the western boundary, adjacent to the Green Belt, that has been left open and free of built development between the apartments and houses to create an important visual link between the development and the Green Belt, creating a sense of openness. The lapsed scheme had continuous built development along the boundary with the Green Belt, apart from a small break separating the apartment block and the houses. This was established through the pre-app workshop process as an essential element to improve the relationship of development to wider land to the north.

The main area of open space known as 'The Green' is the heart of the site and has been located to the west where the site opens out towards the Green Belt. This further enhances the connection with the Green Belt and this sense of openness.

The tallest elements of the scheme have been kept towards the north of the site which is more in keeping with the grain of development set by the school buildings and provides separation from the 2-storey properties along Hartland Drive. Apartments overlooking the Green Belt are quite typical in this part of Edgware. For example, a 3-storey flatted development on Meadfield, 4-storey flatted on Atlas Crescent, up to 10-storeys on the Keble Court Development, which all have, to variety degrees, views into the Green Belt.

The existing and proposed trees and landscaping onsite, as well as existing trees/landscaping within the Green Belt, would help obscure long-range views of the buildings from the Green Belt. A landscape condition is recommended to be included.

Overall, Officers are satisfied that the proposal would not have a harmful impact on the adjacent Green Belt and the applicant that the visual amenity value and sense of openness of the Greenbelt would not be compromised as a result of this development. As such, the proposal is in accordance with policy 7.6 of the London Plan (2016) and DM15 of the Local Plan (2012).

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

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 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 development has been designed to prevent overlooking by incorporating back to back gardens to the south and ensuring a separation distance of 22m between new and existing properties along Hartland Drive, thereby achieving the minimum distance required to ensure that the proposal would not result in undue loss of privacy. This would also ensure that future occupiers would also enjoy good levels of privacy.

Daylight / Sunlight

When considering the immediate context, the proposed development would not have a detrimental impact on daylight/sunlight levels nor would it create overshadowing to existing neighbouring properties. The daylight and sunlight provision of the existing surrounding properties on Hartland Drive would continue to meet BRE Standards.

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

Based on Policy DM17 of Barnet's Development Management DPD, the maximum allowable parking provision for the site is between 97 and 187 spaces. Based on a PTAL of 1b/2, 165 spaces should be provided. The provision of 159 spaces for the 137 dwellings leaves a shortfall of 6 car parking spaces against this maximum standard. The applicant has submitted a travel plan and a car club scheme of the proposed site. On balance, LBB Highways have confirmed that the number of car parking spaces proposed is acceptable, subject to conditions.

Based on a ratio of 1 space per 10 units, 14 disabled spaces are recommended for the 137 units. The proposal meets this minimum standard.

Electric vehicle charging points

In accordance with London Plan standards, the proposal makes provision for 20% of active and an additional 20% passive charging points infrastructure which equates to 32 active points and 32 passive infrastructures for future provision. As such, a total of 64 electric vehicle charging points are proposed. The applicant is required to submit further details of electric vehicle charging points prior to installation which is secured by way of condition.

Cycle parking

Based on London Plan standards and the proposed dwellings mix, a minimum of 232 long and 4 short stay cycle spaces are required onsite. The development would provide 151 long cycle parking spaces for the 86 flats, long stay cycle parking for the 51 houses are proposed within the curtilage of each property house adding a further 102 spaces. In addition, 3 short stay spaces are proposed serving the development.

On the assumption that each house is provided with 2 spaces, the total quantum of long stay spaces is adequate, but an additional short stay space is required. In total 232 long stay and 4 short stay spaces are needed. This provision of this additional space is secured by condition.

All long stay cycle parking should be provided in a covered, secure, lockable and enclosed compound while short stay cycle parking should be provided in a covered, secure and lockable environment. Details of this as well as further details on the type of cycle stands, which would be provided to allow both wheels and the frame of the bicycle to be locked, are secured by way of condition.

Internal layout, Access and Servicing

Access to the site is currently provided by way of a T priority junction from Bushfield Crescent. This also serves as the main vehicular access to Broadfields Primary School's car park. The existing access is narrow and there are no footways towards the site or the school car park. It is proposed to enhance the existing access to the site and priority junction from Bushfield Crescent which would serve as the main access to the site.

The location of refuse storage across the site is acceptable. Notwithstanding, the applicant would be required to submit further details of the servicing management plan including refuse storage/ collection arrangements are requested and this must include the type of storage, elevations and dimensions of the bin stores. This is to be secured by way of a planning condition.

LBB Highways team have also reviewed trip generation from the site and pedestrian routes to the school and based on the results of the junction modelling undertaken, it is considered that the proposed priority junction has sufficient capacity to accommodate the additional traffic from the development.

Sustainable modes of Transport

The proposed pedestrian routes proposed within the site are legible and easy to navigate through. The interaction of pedestrians and vehicles is designed to be minimised; this will ensure safer and more pleasant resulting environments for people to walk and/or cycle.

The application would be required to submit a Strategic Level Travel Plan and a £15,000 Travel Plan Monitoring Contribution would be required to be secured via Section 106 agreement to include the provision of funding for a Travel Plan Incentive fund. The fund will be used to offer to the first households of each unit the choice of 2 of the 3 following travel incentives to the value of £300:

- Transport for London Vouchers with £150 credit
- Cycle shop voucher to the values of £150
- Car club credit/membership to the value of £150

At least 2 car club spaces must be provided on the development site with a commitment to monitor use and to add additional spaces should demand be demonstrated

Prior to the occupation of the development the owner/developer shall appoint a Travel Plan Coordinator and notify LBB in writing of the name, address, telephone number and email address of the person appointed. Details of any future Travel Plan Co-Ordinator to be provided to LBB by email within 5 working days

The above would be secured the S106 Agreement

Road Safety

An analysis of collisions shown on the accident software Crash Map over the five-year period ending 2019, has been undertaken.

The results show that there were 2 slight accidents in the vicinity of the site. One occurred near the site access on Roseberry Drive and the other at the junction of Hartland Drive and Bushfield Crescent. These instances did not involve or harm pedestrians.

Trip Generation and Network Impact

An analysis of the potential trip generation from the site has been carried using industry standard database called TRICS. The results show that the development will generate 35 two-way vehicle movements during the AM peak (8-9am) and 38 two-way vehicle movements during PM peak.

LBB Highways team have advised that the impact of this level of trip generation on the surrounding highway network is unlikely to be significant

Trees and landscaping

The NPPF (2016). Policy 7.21 of the London Plan (2016) and Policy DM01 of Local Plan 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.

The following details are designated and protected under Tree Preservation Orders:

- 15/TPO/002/5 x 5 oaks (trees 19 to 23 on applicant's plan)
- TRE/HE/37/G98 x 2 oak (trees 1 & 2 on applicant's plan)

The development of the site retains the important trees T1, T2, T19, T22, T23, T59 and T60 this is a slight improvement on the previous approval 15/03137/FUL which removed T59 & T60.

The Councils Arboricultural/Trees Officer advises that the submitted Tree Protection Plan does not include details of the extent of the RPAs of trees within and on the boundaries

of the site. It would be helpful at this stage to have these shown on the tree protection so that the extent of impacts can be assessed. The submission has not provided robust details on all services to clarify whether the Roof Preservation Area (RPA) of two TPO oak trees (marked T19 and T22 on the submission drawings) would or would not be harmed.

As noted earlier in the report, the following conditions are required to ensure that necessary trees are protected.

As such, the following conditions are required.

- Details of level changes onsite, prior to the commencement of works onsite
- Details of excavation for services prior to the commencement of works onsite
- Hard and soft landscaping (including the planting of semi mature trees onsite
- Tree protection and method statement including on-site schedule of monitoring, prior to commencement of works onsite to prevent harm to trees
- Details of green roofs
- Details of hard and soft landscaping]
- Landscape Management Plan to ensure that the landscaping details are fully maintained in perpetuity

Ecology

Policy DM16 states that when considering development proposals, the council will seek the retention and enhancement, or the creation of biodiversity. It requires development to meet the requirements of London Plan Policy 7.19E. This requires development to follow a hierarchy of 1) avoid adverse impact to the biodiversity interest; 2) minimise impact and seek mitigation; 3) only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

A number of surveys have been undertaken for this site, for protected species, the surveys are consistent with best practice guidelines and Natural England's standing advice (FAQ's) as such the assessment/surveys of protected species are undertaken (and appropriate) to inform that the situation and provide adequate mitigation/compensation, prior to the determination of the application. The Councils Ecology Officer noted that the details submitted are comprehensive and leaves no residual considerations in regard to impacts related to Biodiversity. Notwithstanding, the applicant would be required to implement the proposed mitigation measures and biodiversity enhancements are set out within their Ecology Report. These works must be retained thereafter and would be secured by way of a condition.

Energy and Sustainability

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 Policy DM04 requires all major developments to demonstrate through the submission of an Energy Statement that the scheme complies with the Mayor's targets for reductions in carbon dioxide emissions with the framework of the Mayor's energy hierarchy. Emerging London Plan Policy SI 2 requires major new developments to be net zero-carbon and should reduce greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the Mayor's energy hierarchy. A minimum on-site reduction of at least 35% beyond Building Regulations is required with 10% achieved through energy efficiency measures.

The applicant has submitted a detailed Energy and Sustainable Strategy to the Local Planning Authority. The Energy 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 includes a range of energy efficient design measures which includes: Improved U-values and air permeability beyond the Building Regulations Part L minimum requirements;

- Accredited Construction Details for all thermal bridging junctions;
- Energy efficient gas boilers for houses and electric heaters for the block of flats;
- Combination of MVHR and MEV for ventilation;
- Low energy efficient LED type lighting;
- Low water flow sanitary specification to reduce the water consumption.

The proposed scheme will also include a photovoltaic (PV) system for both the houses and block of flats.

The Proposed Development meets a 35% reduction on the site, and a one-off payment is required into the Carbon Offset Fund in order to satisfy the 100% requirement.

Given the total cumulative savings above, the proposed development meets a 35% reduction on the site, and a one-off payment is required into the Carbon Offset Fund in order to satisfy the 100% requirement. This payment would be £298,228 for a shortfall in accordance with GLA guidance on preparing energy assessments.

With reference to sustainability, the development incorporates a number of key sustainability measures and features, in addition to the proposed energy efficient design set out above. These include but not limited to:

- The development will use materials that have a low environmental impact;
- There is no net loss in the quality and quantity of biodiversity;
- The development will include water efficient fittings;
- SUDs will control surface water flows

The report demonstrates that the Proposed Development can meet planning policy requirements for sustainability. The design team has carefully considered the site's potential environmental impacts, which will be managed and mitigated in line with the relevant policy.

Flood Risk / Sustainable Urban Drainage

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 not 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 whom have advised that insufficient information has been submitted to provide a comprehensive assessment of the strategy. The report contains some inconsistencies and discrepancies and various assessments relating to (but not limited to) rainfall, drainage system; attenuation storage volumes ; details of overload flood flow routes have not adequately been submitted to the Local Planning Authority for consideration.

As such, prior to the commencement of works onsite, the applicant would be required to submit a revised Drainage Strategy, detailing all drainage works to be carried out in respect of the development and all Sustainable Urban Drainage System features to be included in the scheme.

Furthermore, the drainage works and Sustainable Urban Drainage Systems (to be approved in the future) must be implemented in their entirety before the first residential unit can be occupied onsite. This would be secured by way of condition, to ensure that the development provides appropriate drainage infrastructure onsite.

Planning Obligations

The development is recommended for approval, subject to the inclusion of the following obligations which will be secured by planning condition.

- 35% Affordable Housing (28 affordable rent Units and 23 Shared Ownership Units)
- £174,760 to support local economic development initiatives including but not limited to Employment and Skills training and Business Support, with London Borough of Barnet
- £298,228 towards Carbon Offset fund in order to satisfy the 100% requirement (Proposal meets a 35% carbon reduction on the site).
- £15,000 towards Travel Plan monitoring- this contribution would be required to include the provision of funding for a Travel Plan Incentive fund. The fund would be used to offer to the first households of each unit the choice of 2 of the 3 following travel incentives to the value of £300:
 - Transport for London voucher with £150 credit
 - Cycle shop voucher to the values of £150
 - Car club credit/membership to the value of £150

Non- financial obligations

- 10% Local Labour in construction
- Reasonable endeavours to procure 2 local suppliers to support Site commercial needs
- Travel Plan
- A minimum of 2 car club spaces must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated.

Highway improvement works

The Section 106 Agreement would include a clause which requires the applicant to enter into a s278/38 agreement with the Council (in consultation with the Councils Highways Authority) to be for the following off-site highway works:

- i) relocation of the existing pelican crossing to the south of Woodberry Drive
- ii) introduction of an informal crossing point on Roseberry Drive
- iii) widening of the junction of Roseberry Drive and introduction of new footways (both sides) of the road
- iv) review and introduction of yellow lines in the
- iv) provision/upgrade of tactile paving and dropped kerbs in the vicinity of the site.

Officers note that the above works are a requirement under Highway's (rather than Planning) legislation.

In addition to the above, the scheme would be liable for the council's Community Infrastructure Levy (CIL). This levy (sums of monies) would be secured through the CIL Regulations and would go toward highways, education, health, community and open space projects in the borough.

5.4 Response to Public Consultation

Response to Highway objections

A number of concerns have been expressed by the local community, including Brownfields Housing Association on the proposed impacts the proposed developments impact on the local highway. These residents are concerned that the proposal would result in congestion, increased pressure on poor existing public transport in the area; increased pressure on local off street car parking spaces; the local highway capacity would not be able to cope with an additional 159 car parking spaces onsite; and that the proposal would have a detrimental impact on vehicular and pedestrian highway safety, including pupils at the adjacent school at peak pick up and drop of hours. The Local Highways Authority has advised that the proposal would have an acceptable impact on the surrounding road network and should not have a detrimental impact on highway safety, subject to securing the above 106 matters detailed above, and requested conditions.

Brownfield Residents Housing Association expressed concern that the cumulative impact of this subject proposal and a current planning application for 47 homes at Bushfield Crescent, HA8 8XH (ref no: 20/3742/FUL) have not been assessed together to determine the impact both development would have on the public highway. The application at Bushfield Crescent was submitted by a different applicant (Barnet Homes) and a decision is still pending on this application. (not yet determined). There is no planning policy or legal requirement for two separate developers to undertake a cumulative impact Transport Assessment. This seems like an unreasonable request, particularly as both applicants may not have been aware of the others intention to submit a full planning application when they did. Importantly, each case must be assessed on its own merits.

The fencing on the amended drawings shows a 1.8m high fence permanently closed to pedestrians to the footpath/cycleway between no 54 and 56 Hartland Drive. Further details of fencing and boundary treatments will be secured by way of condition.

Response to overlooking to the adjacent school grounds

Concerns have been expressed from some residents that the adjoining school (including the playground area) would be overlooked by some of the proposed east facing flats within the part 4, part 5 storey flatted development. Some residents consider these flats would compromise the privacy and safety of the pupils attending this school.

Officers have considered the matter in detail, to consider where this objection has substantial merit. The existing boundary treatment around the school grounds is very secure, and it would not be possible for future occupiers of the respective flats to gain direct access to the school ground. The previous approval planning application (15/03137/FUL) also included flats which overlooked the school and therefore the principle of a degree of overlooking from a large residential development onsite has already been established and accepted by the Council. Moreover, Officers considered

that the subject proposal is sufficiently set back from the boundary with Brownfield School to the north to protect the amenity of residents and the school. The Metropolitan Police were consulted on this application, and they do not raise concerns on this point. Further, the Council's Children's Services team were consulted on this application and have not objected to the proposal.

Density

One of the fundamental principles underpinning the planning system is that each planning application must be considered on its individual merits. It is not considered that the proposed density on the site is excessive, as the proposal does not present symptoms of overdevelopment as set out within this report. Density uplifts in suburban areas are an important tool in housing provision for London, as inner-city sites are few and far apart former industrial and retail sites can indeed be converted into mixed use developments with a significant provision of affordable housing.

Response to design matters

The location of the two storey dwellings within the site are in keeping with the heights of the existing buildings on Hartland Drive (which are also 2 storeys). The proposed four and five storeys elements of the proposal are concentrated some distance away from existing residents. The proposal would not be out of character for the area and would not cause harm to the visual amenities and sense of openness to the adjacent Greenbelt as discussed within this report.

Increase pressure on social infrastructure

Concern was expressed that the proposal would increase the pressure on local services such as the local schools and medical centres. In order to mitigate against the impact on these facilities, the applicant would be required to make a payment towards the Community Infrastructure Levy (CIL), to be secured through the CIL Regulations and would go toward highways, education, health, community and open space projects in the borough.

Response to other concerns raised

With reference to concerns relating to noise disturbance specifically relating to the structure of the building, sound insulation is a matter adequately addressed by the Building Regulations. The proposal would not result in an over intensification of the use onsite. It is also considered that the proposal would have an acceptable impact on the local character of the area; would not compromise the amenity of local residential properties; and would not have a detrimental impact on highway safety.

The concerns raised by residents have either been addressed with this application and any outstanding matters would be mitigated against by, S106 Obligations (financial and

non-financial contributions), Community Infrastructure Levy and by way of conditions by ensure a policy compliant development onsite.

Any perceived harm associated with the proposal would not outweigh the public benefit associated with generous provision for affordable housing and the delivery of large quantum of family sized accommodation onsite.

The objections and concerns raised from residents have been considered within the evaluation above, and all representations received from residents were fully considered in the assessment of the application.

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 and family sized accommodation 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 would cause harm to the visual amenities and openness of the adjacent Greenbelt. The proposal would not have a detrimental impact on the amenities of neighbouring occupiers. The highways impact is found to be acceptable. This application is therefore recommended for approval.

SITE LOCATION PLAN: Land Between Broadfields Primary School And Hartland Drive Edgware HA8 8JP

REFERENCE: 20/4031/FUL



<p><u>MEETING</u></p> <p>STRATEGIC PLANNING COMMITTEE</p>
<p><u>DATE AND TIME</u></p> <p>TUESDAY 1ST DECEMBER, 2020</p> <p>AT 7.30 PM</p>
<p><u>VENUE</u></p> <p>VIRTUAL</p>

Dear Councillors,

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

Item No	Title of Report	Pages
5.	ADDENDUM (IF APPLICABLE)	3 - 8

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PLANNING COMMITTEE

01 December 2020

AGENDA ITEM 5

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

Item No. 6

20/4304/S73

Allianz Park, Greenlands Lane, London, NW4 1RL

Since the publication of the committee report, advising that having assessed the details of the application and, given the scale and nature of the proposals, conclude that the amendments do not give rise to any new strategic planning issues and that Barnet Council may therefore, proceed to determine the application without further reference to the GLA.

Report Amendments.

Page 11

Delete Recommendation 1 (Referral to Mayor of London)

Amend references in recommendation 2 & 3 to remove references to recommendation 1.

Page 15

Before Third Paragraph insert 13 to read as follows

13. Not more than 5,348 m² of floor space at the Stadium shall be used for purposes falling within Use Class F1(a) (of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the use classes amendment order 2020), or in any provision equivalent to that Class in any statutory instrument revoking and reenacting that Order, with or without modification. The F1(a) floorspace hereby approved shall be ancillary to the primary use of the Stadium and shall be used only by Middlesex University and/or the London Sports Institute for educational purposes unless agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not exceed the parameters assessed under this application and operates in compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

Pages 15 - 17

Re-number condition numbers 13-27 to 14-28.

Item No. 7**20/4031/FUL****Land between Broadfields Primary School and Hartland Drive, Edgware, HA8 8JP****Representations**

Following the publication of the Committee report on 23rd November, 3 further objections have been received. Officers note that a large number of residents who objected to the original submission, also objected to the amended proposal. As such, although there are 107 registered objections in total, these are not from 107 individual residents. The number of objections received on an individual basis is considerably less than 107 individuals.

Additional Information on the site boundary

The planning application also proposes to include the site within the boundary of the adjacent existing Edgware Eruv. An Eruv is a continuous boundary designated in accordance with Jewish Law. Whilst Jewish Law prohibits Orthodox Jews from carrying on the Sabbath, carrying is permitted within the defined boundary of an Eruv, as is the use of other items such as pushchairs and wheelchairs. The proposal involves the extension of the Edgware Eruv to include the site and installation of poles and wire gateway, which Officers consider to be acceptable.

There have been no objections received by local residents with regard to the extension of the Edgware Eruv to include the site and installation of poles and wire gateway. Officers note that the successful operation of existing Eruvim elsewhere in this borough and in neighbouring authorities where there is no evidence that an Eruv gives rise to tension between secular and religious groups. The Eruv equipment does not carry any Jewish symbolism and is usually seen as part and parcel of the normal street furniture in a suburban location.

Conditions

Delete/omit condition 6 (Ecology survey) as the applicant has already submitted an Ecology Survey, which was supported by the Councils Ecology Officer, subject to the implementation of the mitigation measures and biodiversity enhancement measures which are covered under condition 5.

*Amendments to wording of conditions***Condition 18**

The last sentence should read as follows: "The 159 off-street parking spaces including 14 disabled parking bays 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 the approved development".

Amendments to wording of conditions 3, 4, 10, 11, 23, 25, 27 and 28

With specific reference to conditions 3 (levels of buildings); 4 (materials); 10 (noise from ventilation/extraction plant), 11 (noise from the development), 23 (electric vehicle charging points), 25 (plans of offsite highway works); 27 (agreed areas to be stopped up) and 28 (internal access roads) as set out within the report, the first sentence to each of these respective conditions should include the wording as shown in brackets below:

“No development (**other than demolition works, groundworks, site preparation works**) shall take place...

Additional condition (condition no 40)

- Prior to the commencement of any highway works, a study investigating the potential relocation of the existing pelican crossing on Bushfield Crescent to a location north of the site access and south of the existing bus stop shall be submitted to LBB. The results of that study shall be incorporated within the detailed design of the highway works and implemented at the same time as the carrying out of the highway works.

Reason: To ensure that the pelican crossing is provided in a suitable location in order to minimise danger, obstruction and inconvenience to users of the highway, and carried out to the satisfaction of the highway authority in the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Clarifications/Corrections

The proposal makes provision for 158 car parking spaces (not 159 as stated within the Committee report).

The proposal makes provision for 1 car club not 2 as stated within the report.

Broadfields Residents Association was incorrectly referred to as “Brownfield Residents Association” on occasion within the report.

Broadfields Primary School was incorrectly referred to as Brownfield primary school in pg 106.

Other amendments to section 5.3 (Material Planning Considerations of the report)

Secure by design

Pg 94 of incorrectly states that: “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”.

The correct sentences should read as follows:

“The Secure by Design (SBD) Officer did not raise concerns about isolated play spaces to the north of the site as there are no isolated play areas to the north. This was in relation to bike sheds. The Metropolitan Police and the applicant agreed that security measures would be achieved by receiving a Secure by Design accreditation, which would be secured by way of condition. Further, the SPD Officer does not raise any objections with regard to overlooking in the two pocket parks along the street as the site would be enclosed at all boundaries and the landscape would be maintained”.

Height of the previously approved dwelling houses

Pg 95 states “The previously approved scheme proposed three storey dwellings which shared a common boundary with the existing residents on Hartland Drive”.

To further clarify this point, the previous scheme proposed 2-storey houses along the southern boundary, but they were designed with mansard style roofs, which height wise made them the equivalent of 3-storeys.

Section 5.4 of the Committee report (response to public consultation)

Pg 107 states that “The Councils Children’s Services team were consulted on this application and have not objected to the proposal”.

To clarify, this sentence read: “The Councils Children’s Services team were consulted on this application and have not commented on the proposal”.

Section 7 (Conclusion) of the report

Pg 109 incorrectly states the proposal “would cause harm to the visual amenities and openness of the adjacent Greenbelt”.

The correct sentence should read the proposal: “would not cause harm to the visual amenities and openness of the adjacent Greenbelt”.

Item No. 9

20/3784/PNV

Blocks 7-9 Chandos Way and Blocks 1 to 6 Britten Close London NW11 7HW

Since the publication of the committee report, 1 further objection has been received. The letter raises the following concerns:

- Disruption to existing access to blocks;
- Disruption to existing services;
- Additional service charge cost to maintain new lifts;

A request has been received that the building height increases and lift shaft dimensions are specifically mentioned within the Officers report. These are being verified and will be verbally reported to the committee during Officers presentation of the application.

Item No. 10

18/6261/FUL

228-232 Hendon Way, London, NW4 3NE

Section 3 (Proposal) of the committee report erroneously refers to 53 hotel rooms, instead of 51 hotel rooms, as shown on the proposed plans. The description of development remains accurate at 51 rooms.

Upon review of the planning application and the SPD Policy (SEET SPD, 2014), the s106 Employment and Skills Officer has confirmed that the site does not meet the SPD tests, and is therefore not required to contribute towards any Employment and Skills obligations. As such, an obligation in relation to this is no longer required and this obligation can be removed from Recommendation I of the committee report.

Since the committee report has been published, a resident has queried why re-consultation was not undertaken for the revised drawings

Re-consultation is not automatically carried out in relation all amendments. In relation to this the relevant test is outlined in the 'Wheatcroft principle' namely whether the changes are substantial and results in a development that is not the same as that originally applied for. In this instance the revised drawings result in a scheme which is reduced in size. The includes reduction to the depth of the ground floor rear projection and reduction of the roof linkages. Iterations of the revised drawings were published on the website for transparency purposes throughout the assessment of this application.

Since the committee report has been published, a resident has queried that the outdoor areas could be used for purposes other than what is shown on the plans. The application has been assessed based on what has been submitted.

An additional condition is recommended for tree protection, including those on third party land, as follows:

“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.”

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